

### ALL CORRECT BUT THE GLASSES

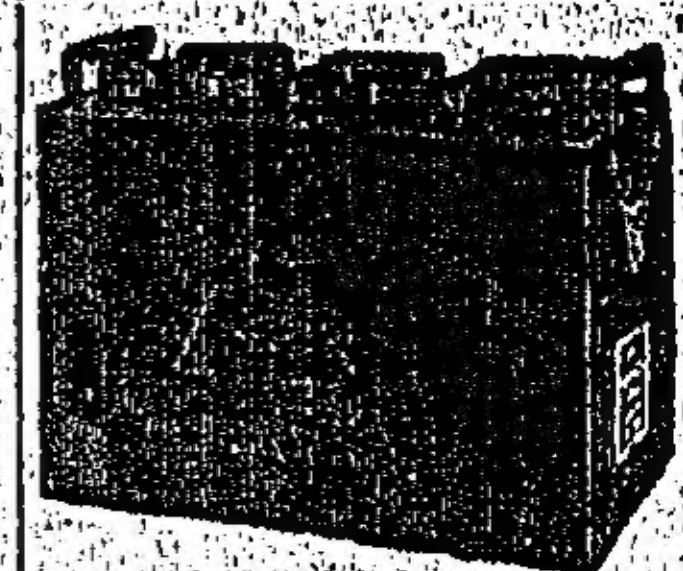
He was going to make an important call. Show, suit, color, etc., were splendid yet something was wrong. THE GLASSES! They looked cheap, were carelessly fitted and did not become him. Good glasses!—and we make good glasses which will give you every eye comfort and satisfaction, and help, not hinder, in expressing your personality.

N. LAZARUS.

Hongkong's Only European Optician,  
12 Queen's Road Central.

# The Hongkong Telegraph

THURSDAY, NOVEMBER 18, 1926. 日四十月十



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## LADY ATTACKED.

### TERRIBLE SHANGHAI AFFAIR.

#### A MIDNIGHT STRUGGLE.

Shanghai, Nov. 18.  
Miss Freda Frommel, Directress of the Music Department of the Shanghai American School, one of the leading pianists in the Far East, was the victim of one of the most ghastly attacks on a foreigner by a Chinese yet recorded.

Miss Frommel was alone at midnight on Tuesday in her house when a former house-boy, whom she had dismissed a fortnight ago, entered the bedroom and demanded \$200. Miss Frommel told him to get her purse and while he was doing so she rang a bell, seeing which, the man pulled out a knife and stabbed her.

#### SEVEN WOUNDS.

She got out of bed, defended herself and caught hold of the knife, only to have it pulled from her hand, causing her fingers to be slashed. Miss Frommel also received a cut on the base of the neck, two on the back, one across the wrist, one on the chest and one across the knee.

#### ASSAILANT ESCAPES.

The noise woke the servants and their footsteps frightened the assailant, who ran from the house and escaped. Miss Frommel, panic-stricken, also ran from the house and aroused the neighbours, who called a doctor and the police.

Miss Frommel is now in hospital, where her wounds have been sewn up. She is doing as well as can be expected and is in no danger of losing her life, but it is feared that it will be months before she will be able to straighten her fingers, if ever, and she will never be able to play as before. Miss Frommel also taught languages and formerly directed the Music Department at a school at Washington. She has been in Shanghai for several years.

#### ANOTHER VERSION.

Our Shanghai correspondent, calling last night, sent the following story of the affair:

Miss Freda Frommel, directress of the music department of the American School, and among the leading pianists in China (formerly a teacher in Washington, D.C.) was alone in her residence in the French Concession when she had a life and death midnight struggle with a discharged Chinese servant, armed with a butcher's knife.

She received numerous, not mortal, wounds on the body; arms and legs, the encounter starting on the top story of the apartment and continuing down two stairways.

#### NEIGHBOUR ARRIVES.

Her screams attracted a neighbour, Mr. George Fitch, secretary of the Chinese Y. M. C. A., whose pounding on the door and ringing of the bell frightened the assailant, who, however, paused long enough to cut the tendons of both hands of his victim, probably destroying her piano ability.

Miss Frommel, in her night dress, stumbled down the stairs and opened the door, going then to hospital.

The police of the Settlements are now seeking her assailant.

## NICARAGUAN APPEAL.

### SEEKS AID FROM UNITED STATES.

New York, Nov. 17.  
A message from Managua says that President Diaz has requested American intervention to put Nicaragua on a peace basis, saying that a weak country like Nicaragua is unable to quell the revolution which is aided by Mexico.—*Reuters' American Service.*

## CHINA QUESTIONS IN PARLIAMENT.

### REFERENCE TO "SUNNING" PIRACY.

#### WAR ZONE CONDITIONS.

London, Nov. 17.

In the House of Commons, answering questions, Sir Austen Chamberlain said that the advance of Southern forces in Central China did not appear to have adversely affected the personal security of British residents or involved serious danger to British property, though, inevitably, there had been some disturbance of British establishments in the army zone. Anti-British agitation in Szechuan had led to the destruction of some British property at Chungking, and it had been considered advisable for the women and children to leave that port.

Conditions in Mid-China were still uncertain and it would be premature to pass judgment.

Questioned as regards the Sunning incident, Sir Austen Chamberlain asked for notice, and also requested notice of a question whether he could assure the House that there was a sufficient naval force at Hankow to ensure the safety of British residents in case of need.—*Reuter.*

## BOY CULPRIT.

### SAYS HE WOULD RATHER GO TO GAOL.

A small Chinese boy was charged before Mr. R. E. Lindsell this morning with being in possession of a razor believed to have been stolen.

Reading from the police record, his Worship observed that the defendant was convicted twice last year and once this year, for larceny, and in each case he was given the birch.

Defendant:—I'd like to be imprisoned.

His Worship:—You'd like to be imprisoned?

Defendant:—I would rather go to gaol.

His Worship passed sentence of three months' hard labour.

## JAVA REVOLT.

### RINGLEADERS STILL AT LIBERTY.

Amsterdam, Nov. 17.

A message from Batavia says there is no cause for anxiety, as 49 rebels have surrendered to the local police. The whole Executive of the Communist Party of Bandoeng have been arrested, and there have been 455 arrests at Welterreden. Though the ringleaders are apparently still at liberty, the Governor-General of the Dutch Indies has cabled to the Colonial Minister stating that the situation in West Java is satisfactory, except in the Pandeglang Regency, where the population is in serious revolt.—*Reuter.*

## VISITING INDIA.

### EARL WINTERTON'S HOLIDAY.

Rugby, Nov. 17.  
Earl Winterton, Parliamentary Under-Secretary for India, is, with the permission of the Secretary for India, proceeding to India on a short private and unofficial visit in December.  
He will return in time for the new Parliamentary Session in February.—*British Wireless.*

## SUNNING ENGINEER'S THRILLING STORY.

### BATTLE WITH PIRATES AND THEN NINE HOURS ADRIFT.

### SECOND OFFICER'S DESPERATE ACTION LEADS TO PIRATES' DOWNFALL.

## SURPRISE MEETING WITH PIRATE BOAT.

This morning, H. M. S. Verity brought into port the boatload of people, including the Russian lady passenger, who got adrift from the Sunning. A thrilling story is told by the survivors, who were adrift for nine hours and once found themselves quite close to the boatload of pirates subsequently captured by the Bluebell, but who were frightened off by the firing of revolvers into the air. Rough weather was experienced until the survivors were picked up by the Norwegian steamer Ravensjell, the mast of the boat breaking three times, and it was with some difficulty that a rope was eventually picked up from the Norwegian steamer, Mr. A. Duncan, the third engineer, having to jump overboard to secure it.

The most gratifying features of the Sunning piracy disclosed to-day is that practically all the members of the pirate gang have been accounted for. There are now between twenty and thirty held in custody here.

#### THE PIRATE GANG.

##### OVER THIRTY IN CUSTODY.

The official view of the police, now that full enquiries have been made, is that nearly all the pirates have been accounted for and that few got away entirely. Some were killed in the fight on ship, some were captured in the boat found by H.M.S. Bluebell, some were arrested by the boarding party from H.M.S. Bluebell, and more have been combed out of those who said they were passengers when the ship was eventually brought into Hongkong.

There are between thirty and forty Chinese, either pirates or suspected of being pirates, now in the custody of the police. One or two are in hospital, but the bulk are under detention at Police Headquarters. The exact number to be charged is not yet known, because police investigations into all the cases are progressing. There are a number against whom definite charges can already be brought, and these will appear before the Magistrate to-morrow morning for formal charging. The others, against whom there will eventually be proceedings, will be charged on Saturday. Some of those being held may prove to be bona fide passengers in no way connected with the outrage.

#### SURVIVORS ARRIVE.

##### THRILLING STORY OF ADVENTURES.

"Talk of thrills; I have had enough to last me a life-time," was the remark of Mr. "Andy" Duncan, third engineer of the distressed Sunning, when he was seen shortly after arrival of H.M.S. Verity this morning by a *Telegraph* representative.

When first the pirates gained control, it was his watch, and he got his first inkling of anything wrong when a fireman ran in and told him.

No pirate went anywhere near the engine-room. He remained on watch, ignorant of what was going on above, for an hour and a half. Then the Chief Engineer came down and told him the story of the subjection of the officers, said he had had enough and told Duncan to go up.

"I went up and found practically all the officers in the Captain's room, and Mrs. Prokofier was there also," continued Mr. Duncan. "They were quite calm and we had a little ukelele concert, myself providing the music."

The pirates troubled them little. Mr. Lapsley, who was in a nasty predicament, having been forced by the chief pirate to act as interpreter, announced that the pirates did not intend to take any of the officers' property.

"Mr. Hurst, the Second," said Mr. Duncan, laughing, "immediately asked for his hat which

the pirate chief's right hand man was wearing."

They had taken the rings off Mrs. Prokofier's fingers, but on request they were returned.

##### TRIBUTE TO SECOND OFFICER.

Mr. Duncan spoke in glowing terms of the Second Officer, Mr. Hurst, telling our reporter that he was always talking of an opportunity of turning the tables.

It came about midnight when the Second Officer was on the bridge with Captain Pringle and two pirates. One pirate was given night-glasses when he was told that the light had been observed, the other strained to see with the naked eye, and while they were thus intent on Chilling Point, the Second Officer, dropped them both from behind, neither making a sound.

"We of course in the cabin knew nothing of this, but the Second described it afterwards," said the Third Engineer.

"We heard bumps and scuffling, and many shots ringing out and we thought our pals were done for." The Chief Engineer staggered into the room with a bullet wound in the leg, though I did not know until afterwards that the pirates had used him as a shield in a desperate attempt to resume control of the bridge.

"We heard the glass of the skylight being smashed and thought that it was the action of the pirates, but a friendly call relieved our fears, and I jumped up and opened the skylight from within," he continued.

The party in the room were all pulled to the bridge with the exception of the Chief Engineer, who declined to make the attempt, but shortly afterwards he staggered up to the bridge from the companion way.

##### FIVE HOUR FIGHT.

For the next five hours they were lying on their stomachs, fighting for their lives. Only two revolvers and with ammunition running short, they had to make one shot do for one man and both the Chief Officer and the Captain did deadly work.

At about half past one, when the ship was fired by the pirates, they saw one boat putting off from the poop deck. He did not think the type of boat could possibly live in the high seas running.

Firing was kept up in a desultory manner until sometime about four o'clock when another boatload of pirates made off from the ship, the wind having veered and changed the direction of the fierce fire.

It having been concluded that the whole of the superstructure must be destroyed by the flames, Mrs. Prokofier, Mr. Duncan, the Second Officer, the wireless operator, and two quartermasters, were told to man the last remaining life-boat. It was aflame at the stern but the worst was put out.

and when the boat dropped into the sea, it was quickly extinguished. It was intended that the boat should not separate from the Sunning, but the rope had been partly burnt through and in the rough sea it broke, casting them adrift.

##### NEAR THE PIRATES.

They pitched and tossed until day dawned and then found to their astonishment that the nearest craft was the pirate boat which had left the Sunning only half an hour before them.

The pirate craft was only 200 yards away and the heads of three men were seen above the gunwale. The Second Officer suggested an attack but quickly realised the futility, and scared them off by firing his revolver into the air.

"That sounds peculiar, perhaps," said Mr. Duncan, "but the fact of the matter was that the revolver was a large one for which we had no ammunition. We did however have some 22 ammunition and by manipulation the Second Officer was enabled to explode the percussion cap."

The sails on the boat came in very useful, the boat ran before the wind and although the passage was rough, they made 25 miles South before the Norwegian s.s. Ravensjell hove in sight. Beforehand the mast had snapped three times, but each time they repaired the damage.

"Getting our feet on that ship was all we desired," continued the Third Engineer, "but the heavy swell made operations very difficult."

##### MR. DUNCAN'S BRAVERY.

The Ravensjell worked round to shelter the boat, but the rope they threw out fell short. Mr. Duncan (a good swimmer; he made a midnight swim to the rescue of an officer in the Yangtze River recently) dived overboard, seized it, swam back to the ship's boat, and tied up.

The boat was then brought alongside and one by one the crew, which had been struggling for nine hours, were taken on board.

Mrs. Prokofier had shown amazing pluck throughout the whole affair, but she had to be tied round the waist and hauled up.

The party thought they were destined for Shanghai but after about sixteen hours' cruising, the destroyer H.M.S. Verity came up behind belching smoke, and took them off.

They were brought into Hongkong early this morning, H.M.S. Verity having made 23 knots all the way.

Mrs. Prokofier was with Mr. Duncan while this conversation was going on, and though she speaks very little English, she tried to convey her gratitude at what was done for her by the officers.

The Russian lady was bound for Australia and intended to catch the s.s. Thipung, but it has already left.

All her valuable luggage, has, it is believed, been destroyed by fire, and she has at present nothing more than she is wearing.

Mr. R. Lapsley also joined the party, enquiring for his brother, Mr. H. W. Lapsley, who it is feared must have lost his life, either by the pirates who vented their spite upon him after they found they had lost control, or in the fire. It is regarded as very unlikely that Mr. Lapsley was taken away as a hostage.

(Continued On Page 12.)

## ANOTHER PIRATICAL ATTEMPT?

### SERIOUS TROUBLE ON "HONGFENG."

#### TWENTY CASUALTIES.

A meagre report of a very serious happening on board the British steamer Hongkong, now on its way from Singapore to Hongkong, has been received in the Colony this morning. Twenty casualties are reported.

The boat, which belongs to the Seng Soon Hong, of 14, Bonham Strand, left Singapore on Tuesday, and is due here on Sunday morning. A wireless message concerning the affair has been sent out from the ship and picked up at Singapore, from which port the Master Attendant has wired advice and instructions to the Harbour Master here in Hongkong.

The message from the ship stated that 20 casualties had been incurred due to a fight with suspected pirates. The Harbour Master here has been instructed to get into touch with the vessel and, if necessary, inform the Naval authorities and the Police.

What has actually happened is not known, but it is presumed here that an attempted piracy has been frustrated.

The vessel is a well-known trading ship between here and the Straits, and is of 2,500 tons gross. She left Singapore with a big number of passengers and a fair cargo.

## COAL DISPUTE.

### WALES AND SCOTLAND STAND OUT.

London, Nov. 17.

A further 8,000 miners have resumed work.

The South Wales Miners' Federation by a majority of 79,000, has rejected the Government's settlement terms.

At a delegate conference of the National Union of Mineworkers at Glasgow, from a membership of 80,000 57,000 voted against the peace terms.—*Reuter.*

##### SETTLEMENT JEOPARDISED.

London, Nov. 17.

The prospect of a formal and official settlement of the coal stoppage this week is jeopardised by the latest decisions of the districts.

Besides Scotland and South Wales, Lancashire, Cheshire and Northumberland have rejected the Government's terms, raising the possibility of rejection by the Miners' Delegate Conference, to-morrow.

The result of the referendum in the districts shows a majority against acceptance. Meanwhile, 337,000 miners are working, or nearly half those for whom employment can now be found.—*Reuter.*

## FAMOUS AIRSHIP.

### R33 TO BE SCRAPPED.

London, Nov. 17.

The famous airship, R33, which has been in commission for ten years, made its last serious flight before the Dominions Premiers at Cardington. Probably within a few weeks, it will journey to Pulham and will be scrapped.—*Reuter.*

## TO-DAY

Dollar on demand 1/11 7/16  
Lighting-up ..... 5.38 p.m.

## DISARMAMENT.

### HOUSE OF LORDS DEBATE.

#### HOPES OF SUCCESS.

Rugby, Nov. 17.

In the House of Lords to-day Lord Parmoor, who represented the late Labour Government on the Council of the League of Nations, raised the question of disarmament. He said that although from the commencement of the work at Geneva it was felt that disarmament was the acid test of any advance in the direction of real peace, no substantial progress had been made in seven years. He welcomed the decision of the last Assembly of the League of Nations that before next June some declaration should be made by the Commission which had been set up, but the attitude of Great Britain towards disarmament was all-important, and he asked if it were possible for this country to bring forward concrete proposals.

##### ASSURANCE WANTED.

The Earl of Oxford said that the Eighth Article of the Versailles Treaty, signed seven years ago, recognised that the maintenance of peace involved a reduction of national armaments and declared that the Council of the League of Nations should formulate plans for such reduction. The disarmament of Germany, in the view of the signatories to the Treaty of Versailles was not to be treated as an act necessary to secure Europe from a repetition of the war of 1914, but as the first step in a contemplated and considered policy of general disarmament. Some small advance had been made at the Washington Conference, but it was very limited. One hopeful feature of the situation was the convoking of an International Conference by the League of Nations. He asked for an assurance that this Conference was, within a measurable distance of time, likely to complete its work. He recognised the difficulties in achieving disarmament. Any effective system of disarmament would mean the abolition of the use of chemical agents and of the submarine as outside the category of apparatus of warfare which it was legitimate to employ. The world was waiting impatiently, after seven years, for some serious, comprehensive, definite and generally-agreed solution of the problem of disarmament.

##### "ON THE MAP."

Viscount Cecil, replying for the Government said the case for disarmament was overwhelming. It was true that the central difficulties of the problem had not been touched, but international conditions up to now had not been very favourable. The recent steps would not have been possible but for the Locarno Treaty and the great improvement in the international atmosphere resulting from it. The Government were anxious to dispose of the question of the disarmament of Germany. They agreed that, substantially, Germany had carried out the greater part of her obligations. Despite inevitable delay in regard to international disarmament, it would be wrong not to recognise that great progress had been made in the last year. Disarmament was now on the map as it had never been before. It was a practical and live question. The Preparatory Committee at Geneva had now agreed on their report and set out answers to all the technical questions which had been put to them. The Economic Commission had not yet finished its report, but it would be a unanimous one.

##### SUBMARINE ISSUE.

Viscount Cecil agreed that chemical warfare and submarines should be entirely abolished, but he said the matter was not a simple one. There was no unanimity of opinion in regard to submarines. The broad results (Continued on Page 4.)





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## A NEW AIRSHIP.

BRITISH GOVERNMENT'S  
GIANT LINER.

Rugby, Nov. 17.

Several overseas Promoters and other members of the Dominions Delegations to the Imperial Conference are visiting the Royal Airship Works at Cardington to-day, to inspect lighter-than-air machines which it is hoped will play an important part in Empire communication in the future.

The most important work proceeding at Cardington is on the giant airship R 101, which is a vessel of 155 tons. She is destined for service between Britain and India, with a possible extension to other parts of the Empire lying in the northern hemisphere. The Air Ministry anticipate that long-distance nonstop air journeys of the future will be carried out by airship. It is estimated that the vessels now being built should be able to fly without refuelling in good weather a distance of 4,000 miles, with a normal freight and 100 passengers. Objections have been raised to the airship on the ground of danger of storm to the large, fragile structure, and the danger of fire, but great progress has been made in the last two years towards overcoming these difficulties.

As to experimental work, the flights by the R 33 have provided most of the technical materials not hitherto available to airship designers.

Tests on the complete experimental section of the R 101 at Cardington have afforded a valuable check on the designers' calculations. Fabric tests have been carried out both at home and in India, as a result of which much additional knowledge has accrued as to the best material and best method of fixing goldbeater skin to the fabric.

Passengers' Comfort.

The R 101 will have a cruising speed of 63 miles an hour, and will be equipped with five engines housed in an equal number of cars slung from the ship; and the use of special fuel will, it is stated, prove remarkably economical in consumption. Accommodation for passengers on the R 101 is amidships, divided into upper and lower decks. On the upper deck there will be a lounge fitted to seat 100 passengers, a dining room, and main part of the sleeping accommodation, while running along each side of the airship will be two promenades. On the ground floor will be a smoking room, kitchen, with a lift to the dining rooms, crews quarters and remainder of the passengers' sleeping accommodation. Provision of space for dancing and games and for a shower bath is also contemplated.

The structure of both the R 100 and R 101, now being built to the Government's order, will be incomparably stronger in the matter of material than any built in the past, and as a result of development of the Meteorological Department of the Air Ministry it is believed that it will be possible to avoid storms and make maximum use of the prevailing winds. As for danger from fire, the R 101 is to be equipped, not with petrol but with heavy oil engines. After the new airships have carried out their home trials successfully, they will each be required to undertake flights to Egypt and India, and if the Dominions Governments provide the necessary mooring masts and refuelling stations demonstration flights to the Dominions will also take place as early as possible.—British Wireless.

## FRENCH TRADE.

Paris, Nov. 17.

The October French exports were 6,103 million francs and imports 5,106 million.—Havas.

## NATHAN ROAD.

NEW PORTION OPENED  
YESTERDAY.

The difficult turning in Nathan Road, just beyond the Po Hing Theatre, has always had to be negotiated with great care by motorists, and during the rainy weather the corner has been very dangerous, while the narrowness of that particular part of the thoroughfare has also been of inconvenience to vehicular traffic.

It is therefore a great relief to drivers that the corner has been eliminated by the roadway being straightened. Work had been going on for a considerable time, but the hillside, presented the authorities with no easy task. With a large portion of the hill removed it has been possible to construct a road joining the two parts of Nathan Road, thus making Kowloon's main thoroughfare a straight road of some two miles in length. The new portion was opened to traffic for the first time yesterday afternoon, when the old section was closed.

It will be remembered that Coronation was the name of the continuation of Nathan Road north of Waterloo Road, and was recently declared to be disused. The whole highway is now known as Nathan Road.

The new thoroughfare into Nathan Road from Gascoigne Road, also nearing completion, will be opened to traffic shortly.

## RECOGNITION?

A FINANCIER'S ADVICE.

London, Nov. 17.

In an article in the Financial News on the Chinese crisis, Mr. Hilton Young says the establishment of the rule of Southern Nationalists throughout China, which recent events have made by no means improbable, would result in a vast area inhabited by nearly one fifth of the world's population erecting between itself and the rest of the world the same impenetrable barrier of suspicion, distrust and dislike at present isolating Russia, and thus the basis of credit would be destroyed and international trade would languish.

He says that recent events in Java show how infectious Moscow's propaganda is among an ignorant Oriental population, and opines that Britain's best policy is to approach the Canton Government, giving it some qualified form of recognition, and seek to guide it away from the path of repudiation, so ruinous to China herself.—Reuter.

## SINGAPORE DOCK.

TRANSPORTED IN SECTIONS.

London, Nov. 17.

The Daily Telegraph states that the Admiralty has concluded that the new Singapore dock should be conveyed in sections to Singapore where it will be assembled. It was estimated at one time that nearly three years be required for the completion of the work, but there is reason to believe now that a shorter period will suffice.—Reuter.



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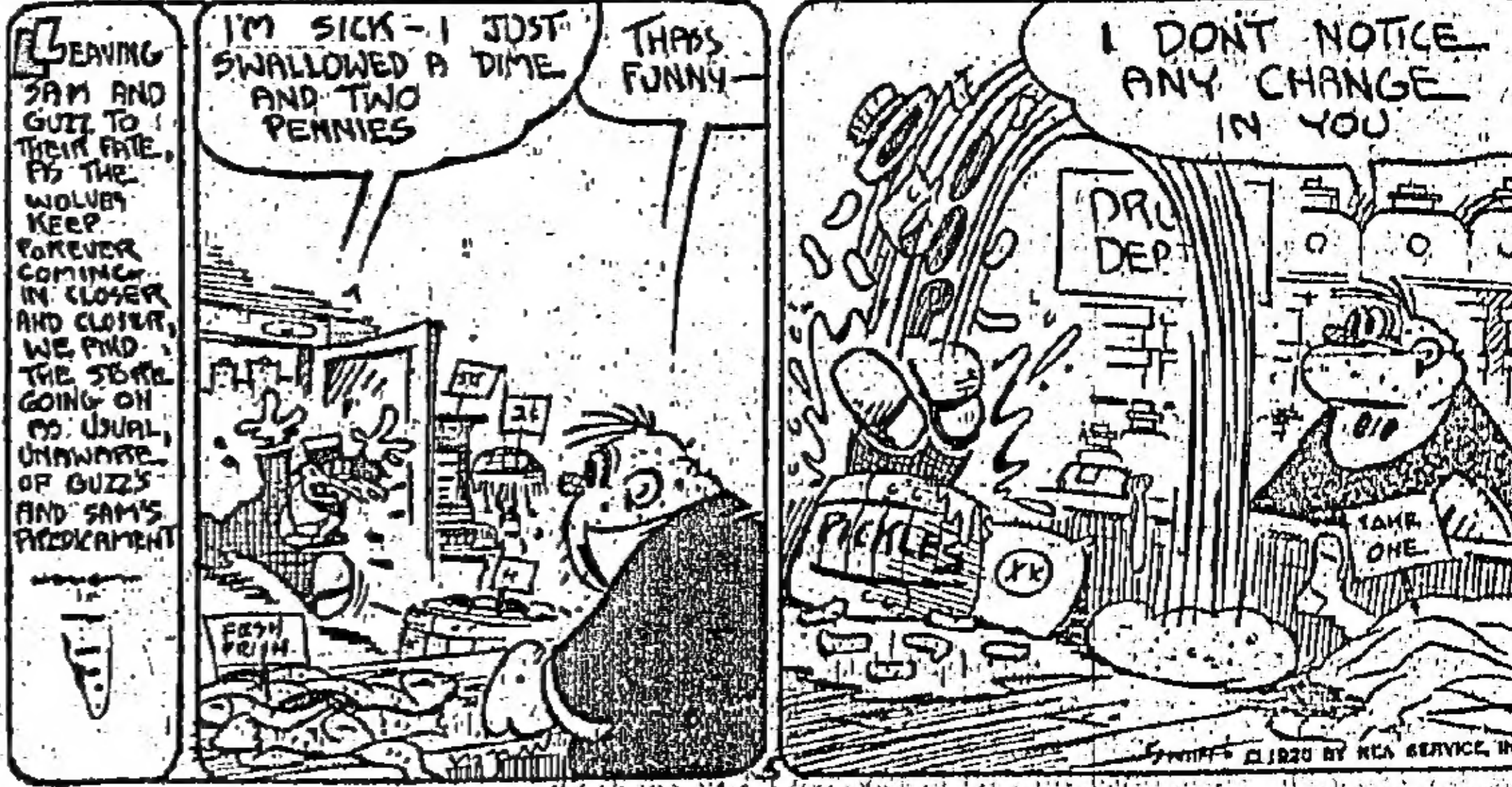
By Swan

## Avoid colds

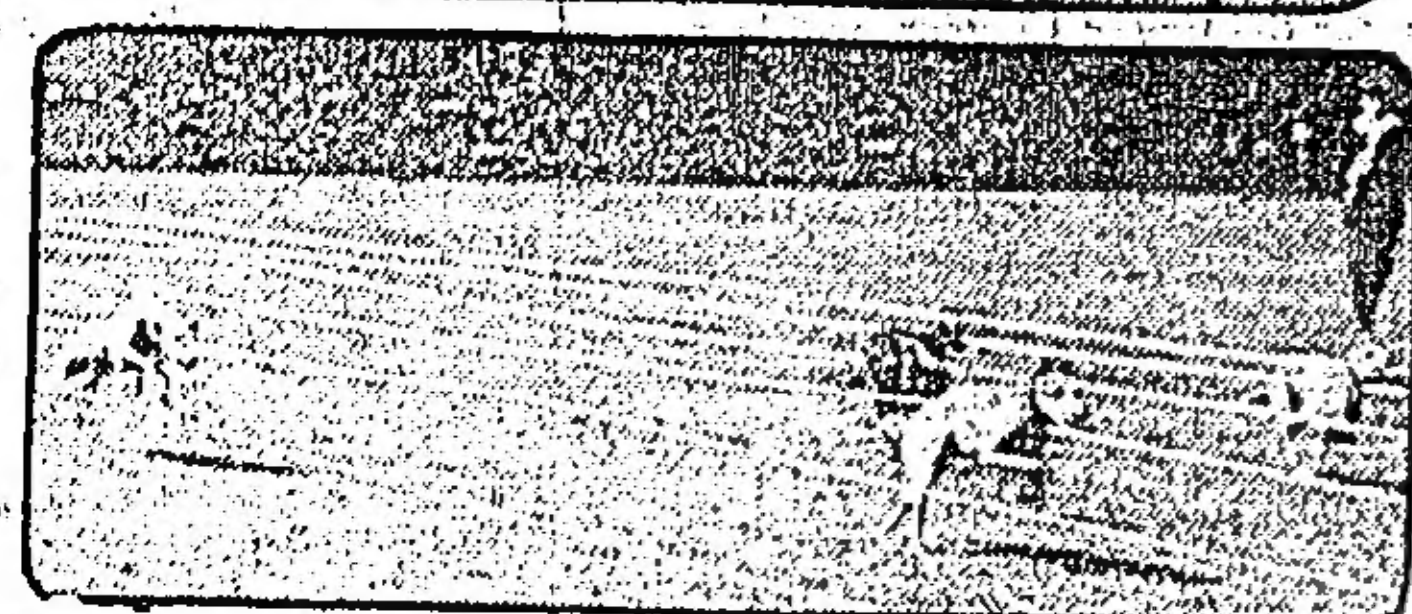
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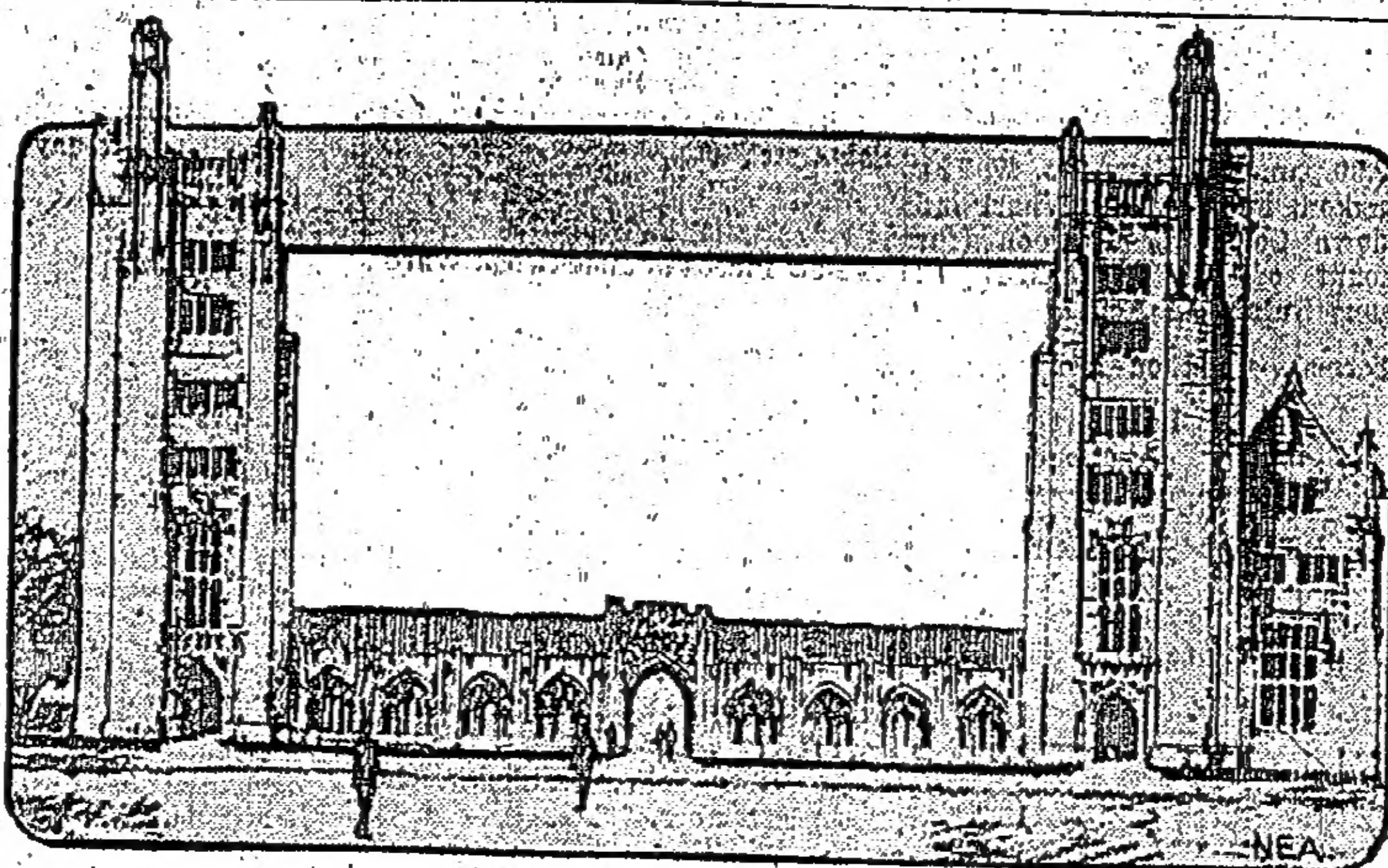




**FASTEST ANIMAL-ALIVE.**—The little grey whippet, all legs and lungs, is said to be the fastest animal that lives. Here is Margaret Gilligan holding "Nylzha" and below, the race that made her a champion at Prides Crossing, U. S. A.



**TO FIGHT DISEASES.**—Mexico and the United States are co-operating seriously in the fight against the invasion of foreign livestock diseases. For this task both countries have assigned the special committee shown here. Left to right they are: Dr. D. O. Boramen, Dr. Jose Figueroa and Dr. Antonio Castro-Leal of Mexico; R. W. Flourney, Jr., Dr. A. W. Miller and Dr. John R. Mohler of the United States. Dr. Mohler is chief of the Bureau of Animal Industry of the Department of Agriculture.



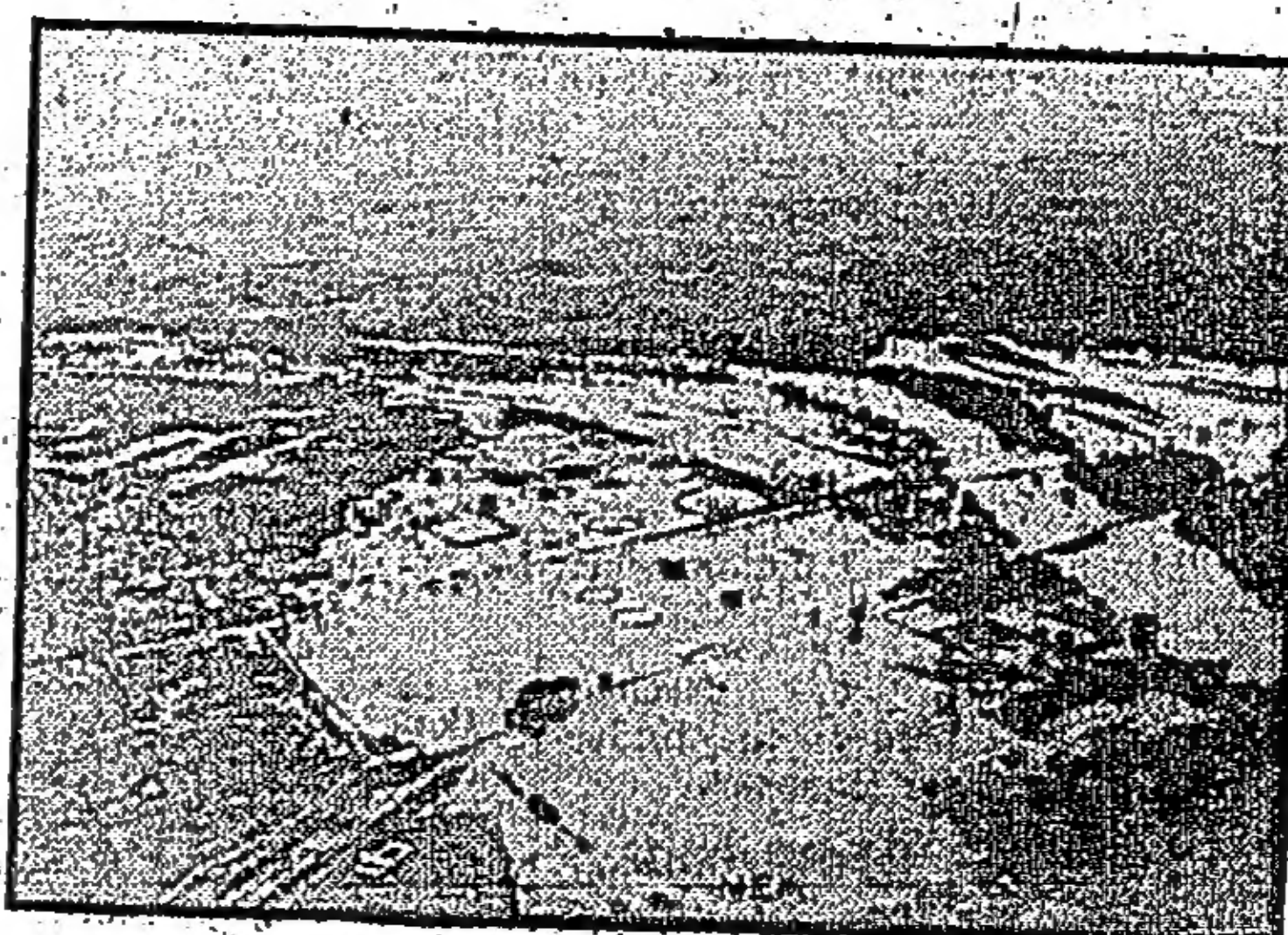
**MEMORIAL TOWERS.**—These memorial towers, connected by a cloistered colonnade, will be erected on the campus of Cornell University at Ithaca, New York, as a memorial to the 230 Cornell men who were killed during the World War. The cloister will contain memorial tablets to each of the dead heroes.



**LABOUR ORATOR.**—Miss Isabel MacDonald, daughter of the former Labourite Premier has started a campaign for a seat in Parliament. Already she is one of the foremost orators and labour leaders among the women of England.



**RICH NUN.**—Eleanor Patterson, daughter of Joseph Medill Patterson, Chicago newspaper publisher, has been described as "the millionaire nun" by German theatre goers, for whom she is playing the Madonna in "The Miracle." Miss Patterson arrived at Salzburg with two limousines, 34 trunks and a train of servants, and took an 8-room suite at the hotel.



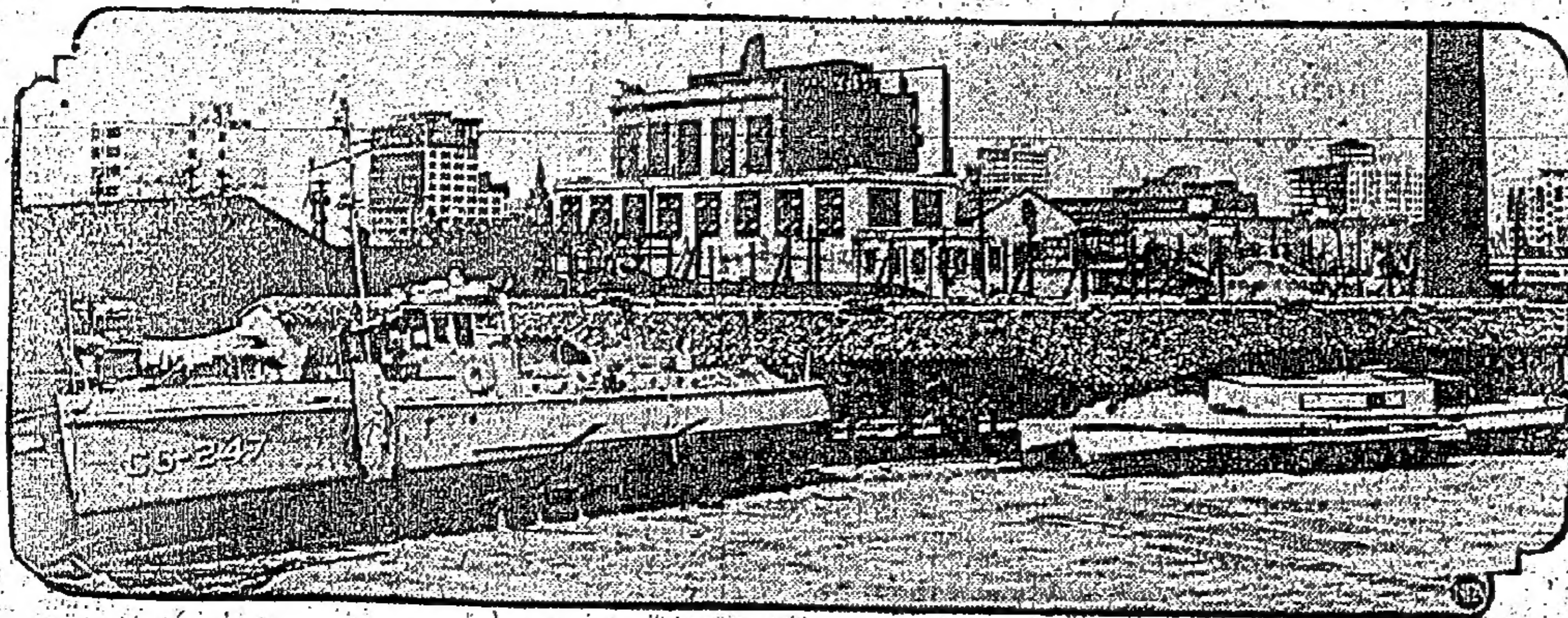
**OIL REFINERY SUBMERGED.**—This picture shows how an oil refinery looks when unrefined flood waters creep over it. The plant is that of the A.C. Refinery at Arkansas City. The turbulent Arkansas and Walnut rivers submerged it during the last outburst of the Kansas elements.



**GUARDING THE WALLS.**—Kiangsi sentinels guarding the city walls of Nanchang during the recent fighting round that city.



**THEOSOPHIST LEADER.**—A recent picture of Mrs. Annie Besant, founder of the Theosophist movement.



**HIGH AND DRY.**—Side by side, a coast guard ram chaser and at the back of it a bootlegger's boat, tossed up by the hurricane on the banks of the Miami river. They are high and dry here in the open space of the Miami public market place.

## DRESS WEAR



**MOST** men are sensitively aware how easily the effect of dress-clothes can be marred by little deficiencies in details. But all men can avoid this embarrassment by making full use of Mackintosh's Dress Wear Service.

**YOU** can be sure of getting everything you require in dress-wear at Mackintosh's. You will get it in that unobtrusive correctness which you regard as essential. Every item, in finish, in style, in fit and comfort, will comply with your own exactly high standard of what is correct for you. For here, as nowhere else, the needs of the particular man have been closely and intelligently studied.

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MEN'S WEAR  
SPECIALISTS.

Alexandra Bazaar Hong Kong Des Voeux Road.

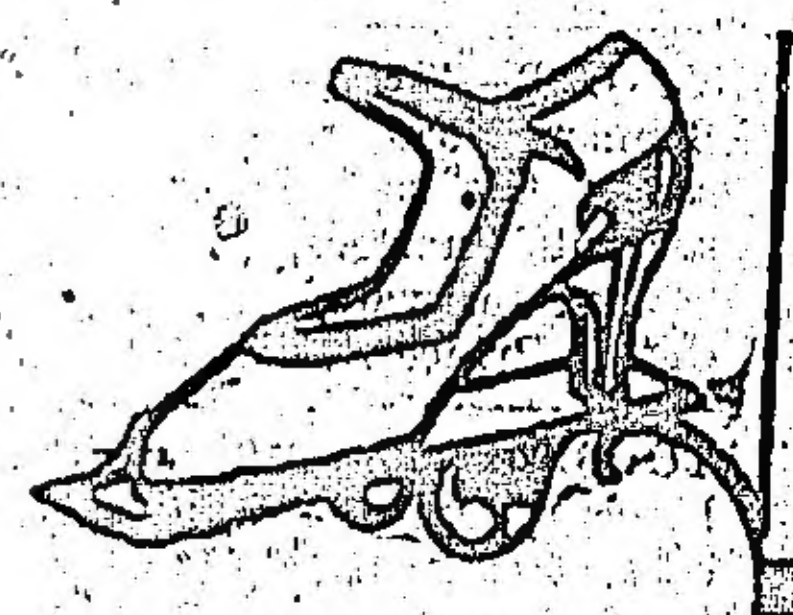
## YE OLDE PRINTERIE LIMITED.

FOR CHRISTMAS CARDS  
DESIGNED BY US OR MADE UP  
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CHINA BUILDING BASEMENT  
Entrance Facing QUEEN'S THEATRE  
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## ROYAL & CO.

The Leading Shoemakers  
Established 15 Years.  
All styles made to order.  
Dancing Shoes a Speciality.  
Shoes re-covered in all colours, fabrics and leathers.  
No. 1, D'Aguilar Street, Telephone C. 2237.



Take her to the Pictures!

## WHITEAWAY'S

New Winter Models  
IN  
OVERCOATS

FOR MEN

Every overcoat is exceptionally well made, carefully tailored inside and out so as to give that smart appearance, comfortable fit and good service.

Our new stock includes all the latest styles and materials at lowest possible prices.

Prices from \$45.00 upward

CALL AND INSPECT  
Our New Stock of  
Woolfies.

Whiteaway, Laidlaw & Co., Ltd.  
GENTS' OUTFITTERS  
HONGKONG.



## Prepaid Advertisements

25 WORDS FOR \$1.00  
(\$1.50 if not prepaid)

The following replies are awaiting collection—

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 526, 32, 38, 72, 80, 88, 102.

### WANTED.

WANTED.—Well known foreign firm of Import and Export, long established in Hongkong; requires a good COMPRADORE, with satisfactory Security. Apply Box No. 110, care of "Hongkong Telegraph."

### LOST.

A wire haired fox terrier puppy. White and black markings. Please return to A.D.C., Government House.

### BUNGALOWS, REPULSE BAY.

TO BE LET.—For particulars and order to view please. Apply to Hongkong Realty and Trust Company, Ltd., Exchange Building, Des Voeux Road Central, Hongkong.

### PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—A three roomed European FLAT on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemaze.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

COMMODOUS Ground Floors of Nos. 15, 16 & 17, Connaught Road C., and First Floor of No. 16, Next P. and O. Bldg. Suitable for shipping offices. Apply S. K. Trust Ltd., 29, Connaught Road C.

TO LET.—"Stowford No. 2," 46, Bonham Road, three stories, six rooms, five bath rooms, kitchen, servants' quarters, recently repaired and renovated. Apply DEACONS, Prince Building.

TO LET.—For 12 months or longer (immediate possession of early Spring) HOUSE in Peak district, near motor road, fully furnished. Write Box No. 112, care of "Hongkong Telegraph."

TO LET.—14 Knutsford Terrace, Kowloon, with tennis court, 1 small & 4 large rooms, 2 bath-rooms, 2 kitchens & servants' quarters. Recently repaired. Apply See Kon Chi, Bank of Canton Building.

TO LET.—Furnished from 1st March, 1927, for 10 Months. A very desirable four room top flat in Armed Buildings, Kowloon European bathroom, flush system, good kitchen, and servants' quarters. Apply Box No. 111, care of "Hongkong Telegraph."

SHARE & REAL ESTATE Firm will consider applications for partnership only from prospects in position to invest some capital in exchange for partnership and goodwill; no agents. Apply for appointment to Hongkong Small Investors' Share & Real Estate Co. Tel. C.4630 10, Des Voeux Road.



### NEW ADVERTISEMENTS.

#### HONGKONG CRICKET CLUB.

Ladies are cordially invited to attend the Smoking Concert to be held on the H.K.C.C. ground at 9.30 p.m. on Friday, the 19th November.

#### NOTICE.

NOTICE IS HEREBY GIVEN that the business of LEE KEE of No. 21, Wellington Street, carried on by Lee Yu Cheung as Executor of Lee Kee's deceased is being wound up in accordance with the arrangement made for the division of the estate of the said Lee Kee deceased amongst the persons entitled thereto.

LEE YU CHEUNG.

Hongkong, 16th Nov., 1926.

#### NOTICE.

NOTICE IS HEREBY GIVEN that I, the undersigned have this day commenced business as Sanitary Engineer and dealer in Sanitary Appliances, building materials and builders' hardware under the name of LEE YU KEE, at No. 40, Queen's Road Central, opposite the Queen's Theatre.

LEE YU CHEUNG.

Hongkong, 16th Nov., 1926.

#### PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

From Straits, Colombo, Australia, Bombay, Egypt, Mediterranean ports and London.

Through Bill of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.

The Steamship.

#### "DEVANHA."

Capt. W. A. Norman carrying His Majesty's Mails, will be dispatched from this port on or about Thursday, the 25th November 1926, at Noon taking Passengers and Cargo, for the above Ports. Silk, Valuable and Tea (for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further particulars, apply to

MACKINNON, MACKENZIE & COMPANY.

Agents.

Hongkong, 18th Nov., 1926.

#### DOUBLE DISASTER.

#### COLLISION BETWEEN EXPRESS AND MOTOR CAR.

Portland, Tennessee, Nov. 17. Seven persons were killed and 25 injured following a collision between an express train and motor car at a level crossing near Hendersonville.

The train was derailed. Two were killed and six injured as a result of the actual collision, and two cars containing breakdown gangs racing to the scene collided and five were killed and 19 injured. Six others are not expected to recover.—*Reuter's American Service.*

#### DISASTROUS GALE.

#### EASTERN AMERICAN STATES AFFECTED.

New York, Nov. 17. A seventy-nine mile an hour gale, accompanied by heavy rain, swept the Eastern states and considerably damaged shipping, unroofed buildings, flooded mines, crippled transport and interrupted telegraphic and cable communications. All the rivers in East Pennsylvania and West Virginia overflowed their banks and bridges were swept away, but up to the present no fatalities are reported. Casualties.

Two were killed and 5 injured as the result of the gale which swept the city yesterday.—*Reuter's American Service.*

Official returns show that the aggregate value of the seaborne trade of Burma during the past official year was 123 crores of rupees (292,250,000), being an increase of 12 per cent. compared with the previous year, and of 60 per cent. compared with the official year 1913-14.

## LAMMERT'S AUCTIONS

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on Friday, the 19th Nov., 1926 at 11 a.m. at Godown No. 12, The China Provident Loan and Mortgage Co., Ltd., West Point (for account of the concerned) 69 Bags Saigon Rice—more or less damaged.

Term:—Cash on Delivery. Lammert Bros., Auctioneers.

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on Friday, the 19th Nov. 1926, at 2.30 p.m. at Godown No. 47, The Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon (for account of the concerned) 12 Drums Sulphuric Acid

Terms:—Cash on Delivery. Lammert Bros., Auctioneers.

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on FRIDAY, the 19th November, 1926, at 12 Noon

at their Sales Room, Duddell Street.

(for account of the concerned.)

The Steamship "YUET ON,"

as she now lies wrecked on Cheung Chau Island (between Pong-chau and Kau-i-chau with all Gear and Appurtenances that may be on board.

Tonnage, 1070 tons, gross approximately. Length, 81.185 feet. Breadth, 32 feet. Main deck 29 feet on water line. Moulded Depth, 10 feet 9 inches. Built, Ching Nai, 1926.

Ship under construction when wrecked.

Terms:—50% of Purchase Money to be paid to the Undersigned on Fall of Hammer.

LAMMERT BROS., Auctioneers.

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY, the 22nd November, 1926, commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture,

comprising:—

Chesterfield Couch and Arm-chairs, Desks, Screens, Cabinet Gramophones and Records, Book Cases, Roll Top Desks, Glass Cabinet, Carpets, Rugs, Electric Table Fans, Ornaments, etc., etc., Teak Dining Tables, Sideboards, Teak Dinner Wagon, Ice Chests, Crockery, Glass Ware, Kitchen Utensils, etc., etc.

## HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS. IMPORTERS, EXPORTERS & GENERAL BROKERS.

## CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM. E. V. M. R. de SOUSA.

Teak and Iron Bedsteads with Wire Mattresses and Mattresses. Teak Wardrobes with and without mirrors, Teak Dressing Tables, Teak Chests of Drawers, Toilet Sets, etc., etc.

also

A Few Pieces of Blackwood Ware and

1 Cottage Piano.  
3 Porcelain Basins with Taps and Pipes.  
1 Cottage Piano by John Broadwood & Sons.  
1 Iron Safe and Stand.  
1 Cottage Piano by M. F. Rachal & Co.  
3 Enamelled Baths.  
1 Shanghai Bath.

Catalogues will be issued.

On View from Saturday, the 20th November, 1926.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY,

the 24th November, 1926, commencing at 2.45 p.m.

at No. 23, Jordan Road, Kowloon (Ground Floor Flat).

A Quantity of Valuable Household Furniture comprising:—

Couch, Tables, Chairs, Dressing Tables, Single and Double Wardrobes, Iron Bedsteads, Washstands, Crockery, Glass Ware Marble Clock, Pictures, Ornaments, etc.,

also

One Piano by J. Ramsperger & Co., Stuttgart.

and

Some Pieces of Antique, Spanish Mahogany Furniture (made in England).

Catalogues will be issued. On View from Tuesday, the 23rd November, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

It is reported in Teheran that Colonel Fuleh-Din, Major Rohollah Khan, and other persons, have been shot by order of the Shah of Persia for having conspired to assassinate his Majesty and the Vahid, together with some high officials and members of the Majlis.

## THE BRUNSWICK HOUSE DANCE ORCHESTRA

open for engagement.

For full particulars, Apply to Brunswick House, 17, Ice House Street.

## HOME LEAVE

If you are going on Home Leave next year register for accommodations now in order to secure the best space. Bookings made on all Steamship Lines tariff rates. Through tickets to Europe via United States and Canada. Complete information given as to Railways, Hotels, sight-seeing, etc., en route. Baggage and Accident Insurance. Shipments of all kinds handled to all parts of the World. Carry American Express Travellers Cheques.

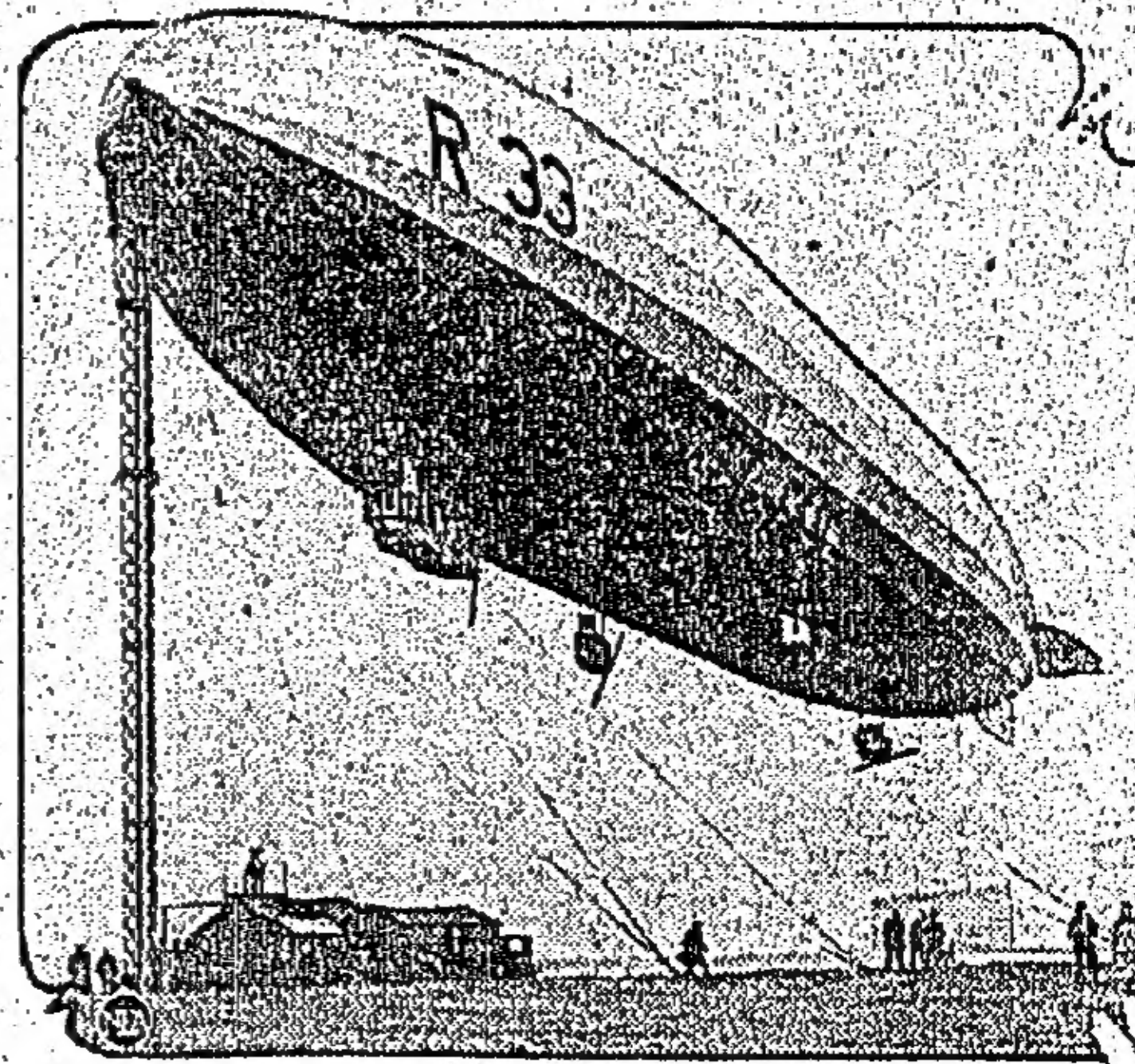
For complete information apply

THE AMERICAN EXPRESS CO., Inc.

4A, Des Voeux Road, Central.

Telephone C. 4625.

### TO BE SCRAPPED.



Above is the British airship R.33, which, according to to-day's cables, is shortly to be scrapped.

## POST OFFICE NOTICE.

XMAS LETTER MAIL FOR THE UNITED KINGDOM Xmas Letter Mail for the United Kingdom will be closed in the G. P. O. at 5 p.m. the 20th inst. per s.s. Katori Maru. This mail is due in London on the 21st December.

### NOTICE.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 6 p.m. on the previous day.

XMAS LETTER AND PARCEL MAILS FOR CANADA AND U. S. A. Xmas letter and parcel mails for Canada and U. S. A. will be closed in the G. P. O. as follows:—

Parcel Mail . . . . . Wednesday, 24th November, at 5.00 p.m.

Registered Mail . . . . . Thursday, 25th November, at 9.45 a.m.

Ordinary Mail . . . . . Thursday, 25th November, at 10.30 a.m.

These mails are due in Victoria, B. C. on 21st December.

### INWARD MAILS.

From	Per	Due
Shanghai and Europe via Siberia	Wray Castle	November 18.
Shanghai	Kanchow	November 18.
Australia and Manila	Tango Maru	November 18.
Manila	Pros. Pierce	November 19.
Japan and Shanghai	Katori Maru	November 20.
Japan	Anjo Maru	November 20.
Shanghai	Soochow	November 20.
Europe via Negapatam (Letters and papers, London 21st October)	Pheonius	November 21.
U.S.A., Honolulu, Japan and Shanghai	Siberia Maru	November 22.
Straits	Khiva	November 22.
Manila	Pres. Madison	November 23.
Japan	Mishima Maru	November 23.
Japan and Shanghai	Chambard	November 23.
U.S.A., Honolulu, Japan and Shanghai	President Taft	November 25.
Shanghai, Japan and Shanghai	Karmala	November 26.
U.S.A., Canada, Japan and Shanghai	President Jackson	November 27.
Straits	Sawa Maru	November 28.

### OUTWARD MAILS.

For	Per	Date.
Bangkok	Chinhua	Thurs., Nov. 18, 5 p.m.
Swatow, Amoy and Formosa	Kotsu Maru	Thurs., Nov. 18, 5 p.m.
Amoy	Lalaang	Thurs., Nov. 18, 5 p.m.
Hoihow and Haiphong	Mingsang	Fri., Nov. 19, 8.30 a.m.
Shanghai	Gentara	Fri., Nov. 19, 8.30 a.m.
Japan	Tango Maru	Fri., Nov. 19, 8.30 a.m.
Swatow, Amoy and Foochow	Hsiehling	Fri., Nov. 19, Noon
Weihaiwei	Kuichow	Fri., Nov. 19, 5 p.m.
Amoy	Kiangchow	Sat., Nov. 20, 2.30 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt, and Europe via Marseilles	Katori Maru	Sat., Nov. 20.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Marseilles 19th December).	

Shanghai, Japan, Honolulu, Canada, U.S.A., C. and S. America and Europe via San Francisco and Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)

\*Swatow and Bangkok  
Swatow, Amoy and Formosa  
Kwongtung, Sun, Nov. 21, 8.30 a.m.  
Kyodo Maru No. 26  
Sun, Nov. 21, 9 a.m.

Shanghai and Japan  
Amoy  
Saigon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles  
Khiva  
Mon., Nov. 22, 2.30 p.m.  
Suiyang  
Mon., Nov. 22, 5 p.m.

Swatow, Amoy and Foochow  
Haiphong  
Manila, Australia and New Zealand via Thursday Island  
Chambard  
Tues., Nov. 23.  
Registration . . . . . 9.45 a.m.  
Letters . . . . . 10.30 a.m.  
(Due Marseilles 24th December).

Swatow, Amoy and Foochow  
Haiphong  
Manila, Australia and New Zealand via Thursday Island  
Mishima Maru  
Wed., Nov. 24.  
Registration . . . . . 8.45 a.m.  
Letters . . . . . 9.30 a.m.  
(Due Thursday Island 6th December).

Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C., and Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)

\*Swatow and Bangkok  
Swatow, Amoy and Formosa  
Kwongtung, Sun, Nov. 21, 8.30 a.m.  
Kyodo Maru No. 26  
Sun, Nov. 21, 9 a.m.

Shanghai and Japan  
Amoy  
Saigon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles  
Khiva  
Mon., Nov. 22, 2.30 p.m.  
Suiyang  
Mon., Nov. 22, 5 p.m.

\*Correspondence bearing vessel's name only.

### DISARMAMENT.

(Continued From Page 1.)

achieved by commissions and sub-committees up to now were that an attitude of goodwill had been shown by everyone. The discussions had shown quite clearly that disarmament was a practicable thing. But it was clear that they must not be in a hurry. It had been shown that the problem of disarmament, could be solved if sufficient preparation were made before any Disarmament Conference. He believed that international conferences succeeded in direct proportion to the amount of preparation which preceded them. With regard to bringing forward concrete proposals, each country would have to say what it wanted, and it would then be for the preparatory commission, in the first place, and a conference in the second place, to formulate a definite scheme, basing themselves primarily on the demands of the various countries. Therefore this country would certainly have to make definite and concrete proposals as to armaments which it regarded as essential within the meaning of Article Eight of the Treaty.—*British Wireless.*

### SOME DIFFICULTIES.

London, Nov. 17. In the House of Lords, Lord Parmoor and the Earl of Oxford expatiated on the desirability of an early assembling of an international Disarmament Conference.

Viscount Cecil, replying on behalf of the Government, agreed that the delay in disarmament was unfortunate but inevitable. The greatest progress, however, had been made last year and we were now discussing, not whether disarmament could be effected, but how.

Viscount Cecil entirely concurred with Lord Oxford that chemical and bacteriological weapons and submarines should be eliminated from warfare, but in view of the fact that chemicals were easily made and distributed, it was doubtful whether the regulations would be complied with. A start should be made with the peacetime armies. The whole experiment must, however, proceed on the basis of good faith. If after a Treaty were signed a signatory was discovered infringing, some form of control and examination would be introduced. He regretted that he could not formulate concrete proposals for disarmament on behalf of Britain, but thought the procedure should be that each country should say what it wanted, and on this the Disarmament Conference could base discussions and formulate a scheme.

Viscount Cecil was sanguine regarding the prospects of success of a conference and believed that success or failure of the League of Nations and the endurance or disappearance of civilisation.—*Reuter.*

### GERMAN VIOLATION?

Rugby, Nov. 17. In the House of Commons, Sir Austen Chamberlain was asked whether seeing that the German Government had constructed fortified works at Koensberg and Kuestrin which violated Article 180 of the Treaty of Versailles, any remonstrance had been made to Germany on the subject. He replied that the matter was at present under the consideration of the Allied Governments.—*British Wireless.*

It was stated at the inquest on Jacobus Pieter Bastiaans, 68, a Dutchman, who was gassed in a Baywater hotel, that since the war he had lost practically the whole of his fortune of £100,000.

Norwich Chamber of Commerce is starting a campaign to promote public efficiency and check the increase in the rates, which are now 21s. in the £.

After sailing nearly 2,000,000 miles, Dr. A. W. Mackenzie, senior surgeon of the Cunard Line, is retiring.

A six-days-old Bath child has been saved by blood transfused from its father.

Three Spanish civilian residents of Tetuan, returning to that town from an afternoon's shooting in the environs, were attacked and murdered close to the walls of the town by a band of Jabala tribesmen whose object, doubtless, was to obtain possession of their shot guns.











## LABOUR TROUBLE IN CANTON.

## UNIONS ANGRY OVER ARSENAL LOCK-OUT.

## GENERAL STRIKE TALK.

Trouble has arisen in Canton over the lock-out of workers in the Arsenal, says our correspondent there, writing under date of yesterday.

It appears that a body named the Workers' Representative Conference, together with the All-China Labour Union and the Railway Workers' Union has been active urging the members of the Mechanics' Union to join hands with them in denouncing the Government for having locked out the Arsenal workers without giving them due notice.

Accordingly, on the 15th instant a number of workers representing the various Labour Unions, and including those of the Mechanics' Union, visited the Kuomintang Central Executive Committee building and demanded the immediate settlement of the Arsenal question. In the presence of several Kuomintang Committee members, including Mr. Chau Shu-yan, the Commissioner of Labour, the Labour delegates denounced the Government, accusing it of having oppressed the workers. They added that the action taken by the Government in dismissing the men without notice resembled the action of militarists and was not what they had expected from the Kuomintang.

The Labour Commissioner is stated to have replied in a conciliatory manner and added that he could not personally settle the question, but it would have to be referred to the Executive Committee.

The workers' representatives called a joint meeting on the following day, at which Kuomintang officials were present, but it is said that no decision was reached.

Certain of the workers claim that they have the power to dictate to the Government in the matter, and that if the question is not soon settled, a general strike will be called.

## NO COXSAIN.

## MOTOR BOAT MASTER HEAVILY FINED.

The master of a motor boat was severely censured by the Marine Magistrate, Lieut. Commr. Hale, at the Marine Court this morning, when he was charged with allowing his motor boat to be under way without a certificated coxswain on board.

It appeared that the boat was under way with an engineer but no coxswain, and his Worship asked whether a summons was going to be issued against the engineer. When he was informed that the defendant had taken all the responsibility upon himself, the Magistrate said both were responsible and directed that a summons be taken out against the engineer.

Speaking to the defendant, who admitted the charge, his Worship said some coxswains were dangerous enough to navigation after they had secured their certificates, and allowing a boat to be under way without one on board, was even more. It was an absolute danger to craft in harbour for a boat to go with somebody on board who knew nothing about navigation. It was the other people who ran the risk. He would impose a fine of \$50 or three weeks' hard labour.

## THIRD CONVICTION.

In another case, in which the defendant admitted two previous convictions, his Worship said his first fine was \$20, and his second \$25, but for the third offence, he was going to deal with the defendant fairly heavily. He would be fined \$50, and if another conviction were registered, the Harbour Master would consider the advisability of withdrawing the defendant's license.

The defendant was charged with failing to exhibit regulation lights.

## MINOR CASE.

For failing to observe the rule of the road, the master of a water boat was fined \$10, or ten days.

## RECENT TYPHOON.

## BODIES STILL BEING RECOVERED.

## MORE DAMAGE REPORTS.

Burning of dead bodies as they are recovered has been begun in Batangas, where more than 100 bodies have been found underneath the ruins left by the recent typhoon and flood, says the Manila Bulletin. Those which are being recovered now are unrecognizable, and sanitation and prevention of disease has become the paramount consideration.

More than 400 workers now make up the clean-up squad.

## COCONUTS HARD HIT.

Arrivals in the city from Tayabas report that damage there is heavy, although few lives have been lost. Fifty per cent. of the coconut crop was destroyed, and another 15 per cent. left on the trees, was badly damaged.

Hondagua was worst hit. All the shipping was destroyed, including a launch, from which the motor alone was salvaged. An American of 23 years experience in the Philippines stated that the storm at Hondagua was the worst he ever has experienced. There too the rainfall was comparatively light during the hours when the wind was at its height.

Red Cross workers in Laguna report that food still is needed. Fifty sacks of rice were sent up to Santa Cruz from Batangas and 60 went there by army truck from Manila.

The relief fund for Batangas and the other provinces damaged has been swollen by contribution of Pesos 150 from Lambert Sales Company. Both clothing and funds are sought by the Red Cross to be used in the storm swept area.

## FUND DRIVE GAINS.

The Red Cross drive for members was boosted when Miss Julia Hayes reported that the Deaf and Blind School was enrolled 100 per cent. In spite of the work the Red Cross is doing in Batangas, Laguna, Tayabas, and Cavite, the Tenth Roll Call is going on full force in Manila.

Lucena, Tayabas, is receiving and dispatching mails from and to Manila at least once a day. Mails from Manila to points south go to Laguimano. From Laguimano they may be sent by ship to Boac, Mindoro, or to Atimonan, Tayabas. Mails are able to reach the Bicol provinces from Manila, but with much difficulty.

The following cablegram has been received at the office of the Governor General, from the head of the bureau of insular affairs:

"The Secretary of War is deeply distressed at disaster to the good people of Batangas, Cavite and Tayabas provinces. He is gratified to know of the initiative and co-operation of the agencies able to be of assistance and of the people and congratulates them upon the way they have met the crisis."

## RICE SHIPMENT URGED.

Immediate shipment of rice to the regions hit by the last typhoon is urged by Senate President Quezon who returned from a trip to Batangas and Tayabas. Food succour is not so badly needed in Batangas as it is in Tayabas, which is not a rice producing province, he said. He declared he will make arrangements with local inter-island shippers to have rice sent to coastal towns severely affected by the storm.

## BIG DAMAGE.

Thus far, according to Mr. Quezon, many of the towns on the Pacific and China coasts remain isolated. It is not therefore possible to make any exact estimate of the extent of damage and destruction to life and property. He reports that Tayabas has suffered greater losses to property and standing crops than Batangas. The damage done to the coconut plantations in Tayabas, he estimates at several million pesos.

The senate president is loud in his praise of the help rendered to the sufferers by the acting provincial governor of Batangas, Meynardo Farol, and the municipal presidents of Batangas and Bataan. He also praised the activities of the Red Cross in the stricken areas.

The masters of two launches were each fined \$25, or three weeks' hard labour, for leaving port during prohibited hours without a permit.

## PROGRESS OF CHINA WAR.

## INVASION OF ANHUI BEGINS!

## CHANG AND CHEKIANG.

A Chinese news agency reports that Fan Chung-sau, having returned to his headquarters from a visit to Wuchang, has reported that the Honan situation is well in hand and there is no fear of contingencies that may arise from the attitude of Wu Pei-fu's forces who are said to be infected with discontent and insubordination. The pay of the men has been in arrears since their defeat in the Wu Han cities, and with the propaganda work of the Nationalists the discontent is apparently increasing daily. This is really the cause of the delay in Wu Pei-fu's order to advance on Hankow. In consequence of this report, General Chang Kai-shek has ordered a general advance on Ankin.

The previous report of certain units of the Nationalist armies having crossed the frontier and taken up certain points in Anhui is said to be confirmed. The forces are a part of the 8th Army Corps, a section of the 10th, and 12th. Division of the 4th Army Corps, some forces of the 6th Army Corps and the Independent Division of General Ho Yaw-tai, of the Hupei unit. These forces are on the move from Su Sung and other points in co-operation with the Peoples' Army in Lu An, Hwo Shan, Ying Shan, Ho Fei, Shu Cheng and other places.

It is also stated that the former troops of Nee Chi-chung, ex-Tuchun of Anhui and those of Ma Luen-chia are likely to secede from the Allies. It is, moreover, stated that the two crack divisions of General Chang Kai-shek have been ordered to take up certain positions in Chekiang, where General Chang will declare the secession of his own province, in his name and on behalf of the people, from the Allies. General Tang Sung-che is in supreme command of the forces attacking Anhui, while Generals Chan Ming-shu and Chang Fat-kwei are ordered to fight their way through to the Anhui-Kiangsu frontier to take up positions on the western Tai Lake.

Another news agency reports that Marshal Sun Chuan-fang has had many military councils with his generals who are at variance with the Marshal's views and are urging amalgamation with the revolutionary cause.

## BRITAIN AND EGYPT.

## MUTUAL DESIRE TO CO-OPERATE.

Rugby, Nov. 17.

Sir Austen Chamberlain, Foreign Secretary, was asked in the House of Commons if he could make any statement regarding the policy of His Majesty's Government in Egypt arising from the conversations with the Egyptian Foreign Minister during his recent visit to this country. He replied that no decisions were taken or sought at the meeting. He had, however, taken the opportunity of assuring His Excellency of the British Government's desire to co-operate with the Egyptian Government and he had received His Excellency's assurances that the Egyptian Government shared in that desire.—British Wireless.

## OPIUM CONVENTION.

## SHOW PROCESS OF RATIFICATION.

London, Nov. 17.

Answering questions in the House of Commons, Sir Austen Chamberlain said that ratification of the International Opium Convention of 1925 had been deposited on behalf of the whole Empire, except Canada, and the Irish Free State. As far as the Government was aware, out of the other signatories only Sudan and Portugal had deposited ratifications.

The Convention could not operate till the requisite number of ratifications had been deposited, and till then the Hague Convention of 1912 would continue to be enforced.—Reuter.

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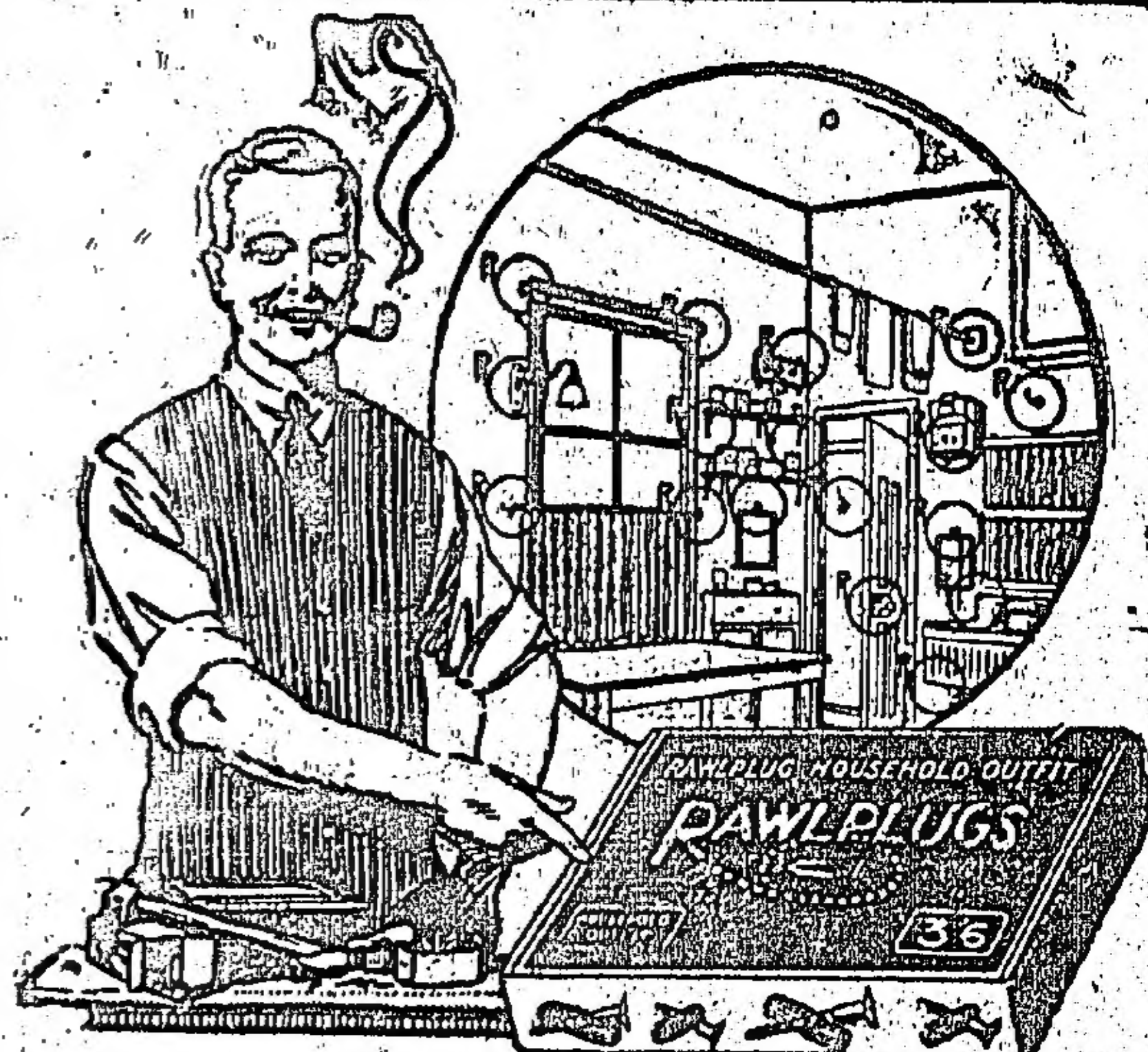
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### ELECTROCUTION.

#### INQUIRY INTO CIRCUMSTANCES AGAIN ADJOURNED.

The inquiry into the deaths of two pedestrians who were electrocuted in Shanghai Street, on the morning of September 27 during the typhoon, was continued before Mr. J. H. B. Nihill and a jury at the Kowloon Magistracy yesterday afternoon.

Mr. D. J. Lewis watched the proceedings on behalf of the Hongkong Telephone Company, Ltd., and Mr. M. H. Turner on behalf of the China Light and Power Company, Limited.

Mr. D. N. Murray, assistant distribution engineer of the China Light and Power Co., stated that he received a message regarding the accident at 8 a.m. and at once proceeded to the scene. The mains belonging to the Electric Company were not in contact with the telephone wires.

Mr. Lewis: Do you agree with me that the current which electrocuted the two persons was generated by the wires coming into contact with your main?—Probably so.

Mr. D. Tolan, engineer of the Telephone Company, said that he went to Shanghai Street in company with Mr. Murray. When he arrived the two wires had been cut away.

Mr. Lewis: Is that wire the standard gauge wire?—Yes.

Were all the wires in good condition, literally and mechanically, immediately prior to the typhoon?—Yes.

Mr. Turner: To what do you attribute the breaking of the telephone wire?—Some foreign matter coming into contact with it.

Roughly speaking how many feet apart are the brackets supporting the wire?—About 40 yards.

Outside the question of foreign matter striking the wire, do you consider the wire was strong enough to withstand the typhoon?—In certain conditions. If the typhoon struck along the wire, there would be practically no effect, but if the typhoon struck across the wire, it would impose considerable strain on it.

Am I to take it that that strain might snap the wire?—Yes, it might.

Were there many telephone wires found broken that day?—Yes. Quite a number.

The Coroner: That was not the only spot where the telephone wires cross the China Light mains?—No, there are many more places.

#### No Guard Wire.

And unless the power mains are properly insulated they would be a danger to your wires if they fell on them?—Yes, we have no such thing as a guard wire in my district.

Do you consider a guard wire as a protection in a typhoon?—I do not think it would be of much use.

Mr. R. Cryan, electrician of the P. W. D. who also visited the scene of the fatality, found that all the loose wires had already been removed, but he saw four mains belonging to the China Light and Power Company, running along Hi Lung Lane and into Shanghai Street. On three of the mains there were three parts which were almost black. He deduced from this that the wires had been exposed for some time.

The wires were braided. By braided he meant that they were copper or metallic wires covered by braid, which was usually made of jute. That was not, in his opinion, insulating but merely weather-proof.

On the brackets there were porcelain insulators. There were no guard wires to prevent the Electric Company's wires from coming in contact with the wires of the Telephone Company.

The Coroner: Have you formed any opinion as to the cause of death?—In my opinion, if the cause of death was electrocution, the Telephone Company's wires came in contact with the Electric Company's mains.

What voltage do you consider fatal?—I have heard of 50 volts being fatal.

Answering Mr. Lewis, witness said he was aware that the Government telephone wire running from the Hunghom Police Station to the China Light and Power Co., Ltd., crossed the latter's wires in two different places and that neither above nor below were there any guard cradles.

Replying to the Coroner witness said he considered guard wires a precaution in typhoons.

The inquiry was again adjourned.

### KOWLOON MATTERS.

#### FAIR RENTS BOARD IDEA ABANDONED.

At this month's meeting of the Committee of the Kowloon Residents' Association interesting replies from the Government were read.

In accordance with the Committee's recommendation, the Government stated that a Bus stopping-place had been instituted on Salisbury Road opposite the Post Office for buses going to the Ferry.

It will be remembered that the Committee passed on to the Government a petition signed by some forty residents of Granville Road and its vicinity for the institution of a stopping-place at the junction of Nathan and Granville Roads. The Government in reply stated that as the present stopping-place at the corner of Hai-phong Road is only 160 yards away and a verandah exists on the eastern side of the Nathan Road for the whole of this distance, the additional stop was considered unnecessary.

A member of the Committee reported that the stopping-place recommended last month at the point where the buses turn round in Kowloon City had already been instituted.

#### Board of Education.

The next letter from the Government stated that His Excellency the Governor had been pleased to appoint the Rev. G. R. Lindsay to be a member of the Board of Education for a period of two years. The Rev. Mr. Lindsay has already been acting, as the Association's nominee, on the Board of Education during the absence on leave of Mr. B. Wylie, whose term of office has now expired.

### Fair Rents.

In reply to the Committee's request that a "Fair Rents" Board be established the Government stated that they were not prepared to interfere as they considered that time must be given to allow rents to find their proper economic level, in view of the removal of the rent restrictions, and the recent considerable increase in housing accommodation. In view of the Government's attitude the Committee are of the opinion that it is useless to proceed further with this question at the present time but still think that when conditions in the Colony return to the normal large increases in house rents are to be expected and the question will have to be raised again.

#### Ferry Wharf.

It was stated that the proposed alterations to the Hongkong wharf of the Star Ferry Company, plans of which were submitted to the Committee some time ago, were now in progress and it is hoped that the result will give increased convenience to the travelling public.



### A WOMEN'S ATTRACTION.

#### Lost If She Is Anemic.

The women who most readily win the admiration of the opposite sex now-a-days are those who are full-blooded, bright-eyed, energetic and vivacious. Men realize that such are the women who make happy wives, cheery companions, healthy mothers, and they choose their help-meets accordingly. The corresponding attractiveness of some men is due to the same cause. The thin, listless, pallid woman, and the emaciated man, who seems to lack mental alertness and physical strength are usually victims of that all too common malady, Anaemia, or poverty of blood. Watch yourself, and if you are diminished you will find that you have other anemic symptoms as well. Your lips are pale, Your appetite is fickle. You easily tire, A little exertion, such as running up-stairs, makes your heart beat distressingly hard. All this can be set right, and you can be as full of vitality and robustness as many of those you envy if you deal with your trouble in the right way. What is re-

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# THE WORLD OF SPORT

## BIG BOXING BOUT.

EWINS AND MORRIS  
MATCHED.

FIGHT ON DECEMBER 4.

We learn that the Hongkong Boxing Association has succeeded in matching A. B. Ewins and Stoker Morris, both of H.M.S. Hermes, in a welterweight championship contest, which is to take place at the Theatre Royal on December 4th.

This fight is one which the Hongkong boxing public has long wished to see arranged, but when the Hermes was last in Hongkong permission was not given for the two men to meet.

Both men are young and very promising boxers, and are about the same weight. They have met once at Home, when Morris got the verdict in a seven-round contest. Both are holders of R.N. and R.M. championships, and are very keen scrappers.

This fight should be the best seen in Hongkong for many years.

## TO-DAY'S CRICKET.

### SHANGHAI V. THE SERVICES.

With the single exception that Mr. P. Madar was playing in place of Mr. L. Goldman, the full Shanghai Interport cricket team turned out to open the match against the United Services on the Cricket Ground to-day. The Services had a very strong side selected, and a close match was anticipated.

Lieut.-Col. Cantrell, R.M., the Captain of the Services side, won the toss and elected to bat on what looked like a good run-getting wicket. Lieut.-Com. Armitage and Pay Lieut. Hussey opened the batting to the bowling of Isaacs and Mansell-Smith, and 12 runs were on the board when Armitage was clean bowled by the Shanghai left-hander—Isaacs. Hussey was then joined by Capt. Bridgland and both played forceful cricket. When the score stood at 34, the latter paid the penalty, by failing to catch hold of a loose one from Isaacs and was caught in the slips. The most attractive innings of the morning was played by Capt. Dobbie who, after a subdued opening in which he scored nine singles, got a three and three fours off two overs. He eventually contributed 28 before putting up an easy catch to Burn at mid-off off O'Hara.

After Capt. Dobbie left, the batting seemed to break down and when the fifth adjournment came 97 had been scored for nine wickets.

A special word should be said of Dr. O'Hara's bowling, which was of the highest order. He took six out of the nine wickets.

The full details this morning were—

LT.-Com. Armitage, b Isaacs	7
Pay Lieut. Hussey, c Morris, b O'Hara	16
Capt. Bridgland, c Morris, b Isaacs	10
Capt. Morris, c and b O'Hara	12
Capt. Dobbie, c Burn, b O'Hara	28
Lieut. Sturgess, c Stokes, b O'Hara	10
Rev. Venn, b Leach	0
Capt. Evers, c Morris, b O'Hara	2
Major Lightfoot, not out	8
Lieut. Sillic, b.w. O'Hara	1
LT.-Col. Cantrell, not out	2
Extras	1
Total (for 9.)	97

## FOOTBALL.

### SOUTH CHINA WINS.

The South China Athletic Association received an invitation from the A.D.M. and the Macao S.C.A.A. to visit Macao and play two football matches. South China beat the A.D.M. by four goals to nil and the Macao S.C.A.A. five goals to one.

Both matches were played before a very big crowd of spectators, the visitors having an easy game.

After the matches, a big silver cup was presented to Mr. Chan So, captain of the S.C.A.A. team.

## THE INTERPORT.

SHANGHAI WIN BY ONE WICKET.

AN EXCITING FINISH.

One of the most thrilling finishes to an interport cricket match was witnessed on the Hongkong ground yesterday afternoon, when the Shanghai team pulled the game out of the fire when defeat seemed almost certain.

At the fifth interval, the visitors were 30 runs behind, with only three wickets to fall. The "tail" wicketed vigorously, however, and Isaacs and Mansell-Smith managed to take the side within eight runs of victory when the latter succumbed to Bowker's bowling. Barnes, the wicket-keeper, then came on to bat, and by his enterprise he largely aided Shanghai to secure a one-wicket victory. Runs were gradually added, and eventually Isaacs knocked a fine boundary hit which won the match for the visitors.

Although at the close of Hongkong's second innings, Shanghai only needed 111 to win, there was a stage in the game when the local team seemed likely to secure the honours, especially when eight Shanghai men had been disposed of for less than sixty runs. To Isaacs, however, chief credit for the victory belongs. He played a very sporting innings and had registered a round 50, being still not out, when the game ended.

There was great excitement when the winning hit was made, the Shanghai players rushing out and cheering the two not-out men, whilst the spectators joined in the cheers and the opposing captains shook hands. It was a game fought out to a fine finish, and the teams were certainly well matched.

The individual scores for the two second innings are given below, the first-innings scores being Hongkong 174 and Shanghai 185.

Hongkong—2nd Innings.	
A. W. Hayward, c Dr. Morris, b O'Hara	20
H. Owen Hughes, c Mansell-Smith, b O'Hara	21
Major L. J. Lightfoot, b O'Hara	0
Capt. E. W. Morris, b O'Hara	0
T. E. Pearce, b O'Hara	17
A. W. Ramsey, c Morris, b Leach	25
Capt. A. G. Dobbie, c Dr. Morris, b Leach	14
H. V. Parker, c Barnes, b Leach	2
F. Goodwin, b O'Hara	2
A. C. Bowker, b O'Hara	10
E. B. Reed, not out	3
Extras	4
Total	121

Bowling Analysis.	
O. M. R. W.	
O'Hara	25.3 5 37
Leach	25 4 45
Mansell-Smith	2 1 1
Shanghai—2nd Innings.	
D. W. Leach, b Bowker	19
M. J. Divecha, c Ramsey, b Goodwin	9
Dr. Morris, c Ramsey, b Goodwin	8
D. C. Burn, c Owen Hughes, b Goodwin	1
Capt. Barrett, b.w. Bowker	15
Dr. O'Hara, b Bowker	0
L. F. Stokes, b Goodwin	2
V. Mansell-Smith, b Bowker	13
L. Goldman, b Goodwin	0
J. A. Isaacs, not out	30
E. B. Barnes, not out	5
Extras	11
Total (for 9 wickets)	113

Bowling Analysis.	
O. M. R. W.	
Capt. Dobbie	6 1 13
F. C. Goodwin	18.3 5 39
A. C. I. Bowker	15 5 45

## BOXING.

### FLYWEIGHT CHAMPIONSHIP OF THE WORLD.

New York, Nov. 17.  
The fight between Elky Clark and Fidel la Barba for the flyweight championship of the world has been fixed for the 21st January.—*Reuter's American Service.*

## TENNIS PROS.

### AUSTRALIAN TO JOIN THE BAND.

Sydney, Nov. 17.  
After participating in inter-State contests at Melbourne at the end of November and in matches in Sydney in December, the lawn tennis player, Anderson, becomes a professional.—*Reuter.*

## \$1,000 CLAIM.

### QUESTION OF PROMISSORY NOTE.

The question as to whether an unstamped document was a promissory note or an I. O. U. was argued before Mr. Justice Wood, in the Summary Court this morning, in connection with a claim for \$1,000. His Lordship decided that it was a promissory note, insufficiently stamped and could not be sued upon.

The case was one in which Ngai Nze-yam, alias, Nee Shik-chin manager of the Yen Yek Commercial Bank, 235, Dex Voaux Road Central, a trustee appointed by the Supreme Court in the bankruptcy of the Wing Hing Bank, sued Chan Pak-ching, of the Tung Yuen Hing firm, 72, Des Voaux Road West, ground floor. As trustee of the estate of the bank, and the respective estates of two partners, he claimed \$1,000, being the amount due for money lent. Mr. Leo d'Almada was for the plaintiff and Mr. F. E. Nash defended.

In opening his case, Mr. d'Almada asked permission for the writ to be endorsed by adding the words "due under a note of acknowledgement dated 7th April, 1925." This was allowed.

Mr. d'Almada said the bank had carried on business in Hongkong for a considerable time, and sometime in 1924 the Tung Yuen Hing firm, which was not connected with the present case, borrowed \$4,000 from the bank. The firm got into difficulties some time at the beginning of last year, when they arranged for a composition of their debts with their creditors. The bank was asked to accept 52% of the amount due, but the bank refused to sign the deed. After some parley, they agreed to accept the proposition when the defendant, who was the managing partner of the then Tung Yuen Hing firm, agreed to pay \$1,000 himself if they would sign the composition. The bank then signed the deed, which was not stamped and was merely an acknowledgment.

His Lordship:—Will any question be raised as to the stamping?

Mr. Nash:—Certainly, my Lord; it is clearly a promissory note. Continuing, Mr. d'Almada referred to a reply from the defendant to a letter of demand, in which he denied that there was any money owing to the bank. Mr. d'Almada contended that a paraphrase in that letter really meant that the defendant admitted giving the note in consideration of the bank agreeing to take 52% of the debt. That note was given by the defendant personally and not in any official capacity, and that was why he had sued the man personally.

His Lordship referred to a previous case to help decide exactly what the document was, and he declared himself as satisfied that it was an insufficiently stamped promissory note, and could not be sued upon.

Mr. d'Almada contended that the document was an I. O. U. and was nothing more than an acknowledgment of liability to pay.

His Lordship said he considered there was no doubt that the document before the Court, and the one he had referred to, were for all practical purposes similar, and he must therefore hold that the note before the Court was not admissible in evidence.

Mr. d'Almada asked for permission to claim for money lent.

His Lordship replied that it was not money lent. It was a contract between two sides, and plaintiff was suing the other side because he considered the other side had not done their part. He considered the best thing to do was to non-suit Mr. d'Almada on that writ, as the case he had put up in Court was entirely different from the writ.

Mr. d'Almada replied that he realised that, but he did not know Mr. Nash would take up the question of the stamp.

His Lordship:—He was bound to take it.

The plaintiff was, accordingly non-suited with costs.

"This is the sort of man he is—the other day he kicked a cock because it would not lay an egg." So said an inspector at Doncaster when a man was charged with cruelty to his wife.

## Underwear Comfort



Do you get it? "Pesco" is the ideal wear for the active man, designed, as it is, on easy-giving lines. Being made from Pure Wool or Silk and Wool it is the finest protection one can have against sudden chill and damp. Buy "Pesco" in time.

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Please note we are open till 6 p.m. daily. Saturdays 1 p.m.

## SHARE PRICES.

### TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day—

Banks.	
Hongkong, \$1170/5 s.	
Chartered, Bank, £21 b.	
Mercantile A. & B., £29 1/2 n.	
Mercantile C., £13 1/2 n.	
P. and O., £9 1/2 b.	
East Asiatic, \$84 n.	

Marine Ins.	
Canton Ins., \$530 b.	
China Underwriters, \$145 s.	
North China, Tls. 145 n.	
Union Ins., 297 s.	
Yankee Ins., \$45 b.	
Fire Ins.	
China Firs, \$200 b.	
Hongkong Fire, \$615 b.	

Shipping	
Douglases, \$29 s.	
Steamboats, \$27 1/2 b.	
Tugs, \$11 b.	
Indo-Chinas, (Prof.) \$32 b.	
Shell Trans., 90/- n.	
Star Ferries, \$66 s.	
Waterboats, \$15 b.	

Refineries.	
China Sugars, \$27 1/2 n.	
Malabons, \$36 n.	

Mining.	
Bengtuas, \$150 n.	
Kallans, 38/- s.	
Langkats, Tls. 28 1/2 n.	
Shai Exploration, Tls. 4.50 b.	
Shanghai Loans, Tls. 9.00 b.	
Raubas, \$41 n.	
Tronohs, 58/- b.	
Ural Caspians, 37/- n.	

Docks, etc.	
Kowloon Wharves, \$123 s.	
Whampoa Docks, \$59 s.	
Hongkows, Tls. 177 1/2 b.	
New Engineering, Tls. 6.60 b.	
Shanghai Docks, Tls. 126 b.	

Lands, Hotels, etc.	
H. and S. Hotels, \$9.25 ss.	
H.K. Lands, \$63 s.	
Realty, \$6 b.	
Territorials, \$4 s.	
Humphreys, \$15.50 s.	
Princes Bldgs, \$89 n.	
Rural Lands, \$11 n.	

Cottons.	
Ewos Cottons, Tls. 10.25 b.	
Oriental, Tls. 3.10 b.	
Shai Cottons, Tls. 54 1/2 b.	

Buses, Trams.	
China Buses, \$9 1/2 b.	
Tramways, \$23.85 b.	
Peak Trams, (old) \$15 1/2 n.	
S'pore Tractions, 15/ s.	
Taxis, \$2 s.	

### Miscellaneous.

Amusements, \$15.25 b.	
Canton Loas, \$5 n.	
Coments (Comb.), \$11 1/2 s.	
China Lights, \$21 s.	
China Prov., \$5.25 s.	
Constructions, \$11 n.	
Dairy Farms, \$19 n.	
Der A. Wing, \$6 n.	
H'kong Electric, \$61 1/2 b.	
Macao Electric, \$35 n.	
Ropes (Comb.), \$26 s.	
Lane Crawford, \$8 n.	
Mackintosh, \$19 1/2 n.	
Sincors, \$9 s.	
United Asbestos, \$20 s.	
Watsons, \$14.50 ss.	
Powells, \$6 1/2 n.	

## THE HO HONG BANK, LTD.

(Established 1917.)

Capital.	
Authorized Capital	\$20,000,000
Issued	\$10,000,000
Paid-up	\$10,000,000
Reserve	\$1,000,000
Surplus	\$1,227,000

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## \$25 GIVEN AWAY.

### "TELEGRAPH" FOOTBALL COMPETITION.

The Hongkong Telegraph offers a prize of \$25 to the reader who sends in the greatest number of correct forecasts (provided that number is eight or more) of the English and Scottish Football League matches (to be played on Saturday next, November 20th) set out in the coupon below. No goal scores are required; only forecasts showing wins or draws. All entries must reach this office not later than noon on Saturday, November 20th.

The competition is run in accordance with the rules published in the Telegraph during the weeks ended October 9th and 16th, 1926.

### "HONGKONG TELEGRAPH" FORECAST COMPETITION.

Matches to be played on November 20th:—

DIVISION I.	
Burnley v Tottenham.	
Newcastle v Birmingham.	
Sheffield U. v Huddersfield.	

DIVISION II.	
Chelsea v Swansea.	
Wolves v Darlington.	

DIVISION III. (SOUTH).	
Brighton v Bristol City.	
Millwall v Newport.	

DIVISION III. (NORTH).	
Crewe v Chesterfield.	
Tranmere v Stoke.	

SCOTTISH LEAGUE.	
Airdrie v St. Mirren.	
Hamilton v Dundee.	
Dunfermline v Celtic.	

Name	
Address	

No. 7.	Date
--------	------

Mark your envelopes "Football" on the front, and write your name (without address) on the back of the envelope.

Strike out the teams which you think will lose, but make no marks in respect of matches which you think will be drawn.

Before sending in your coupons, keep a list of your forecasts. Compare these later with the published results of the matches, and if you find that you have eight or more correct, send in a claim to the prize.

All claims must reach this office not later than the Wednesday following the date on which the matches are played. No prize will be awarded for which a claim has not been made.

## BANKS.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital	\$20,000,000
Issued and Fully Paid-up	\$20,000,000
Reserve Funds—	
Sterling	\$4,500,000
Silver	\$27,000,000

Reserve Liability of Proprietors: \$20,000,000.

HEAD OFFICE, HONGKONG.

COURT OF DIRECTORS—

Hon. Mr. D. G. M. Bernard, Chairman.

Hon. Mr. A. O. Lang, Deputy Chairman.

W. H. Bell, Esq., J. A. Plummer, Esq., A. H. Compton, Esq., T. G. Wall, Esq., W. L. Patterson, Esq., L. P. White, Esq., G. M. Yoder, Esq., Chief Manager.

A. H. Barlow, Esq., Chief Manager.

BRANCHES:—

AMOI, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CHEFOO, COLOMBO, DAIRI, SOOCHOW, HAIPHONG, HANKOW, HONGKONG, KIOLO, IPOH, JOHORE, KOBÉ, KUALA, LUMPUR, MANILA, MALACCA, NAGASAKI, NEW YORK, PEKING, PENANG, RANGOON, SAIGON, SAN FRANCISCO, SHANGHAI, SHENYANG, SINGAPORE, SOERABAYA, SOUTH AFRICA, SOUTHERN PORTLAND, TIENTSIN, TOKYO, YOKOHAMA.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 27th May, 1926.

THE HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG SHANGHAI BANKING CORPORATION.

A. H. BARLOW, Chief Manager.

THE BANK OF CANTON LTD.

HEAD OFFICE: HONGKONG.

Established 1915

Authorized Capital

Paid Up Capital

Reserve Fund

BRANCHES:—

Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

Correspondents in all principal cities of the world.

LONDON BANKERS:—

The Lloyds Bank Limited.

Every description of Banking business transacted.

Safe Deposit Boxes in various sizes to be let from \$5.00 to \$50.00 yearly.

LOOK POON SHAN, Chief Manager.

NETERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

BANK.

Established 1924.

Hongkong Branch established 1900.

Authorized Capital

Paid-up Capital

Reserve Fund

Special Reserve Fund

HEAD OFFICE:—AM





## LONDON SERVICE

"PYRRHUS" 30th Nov. M'ss. L'don, Hull, R'dam & H'burg  
 "HECTOR" 15th Dec. M'ss. L'don, Hull, R'dam & Glasgow  
 "AUTOLYOUS" 25th Dec. M'ss. L'don, Hull, R'dam & H'burg  
 "AENEAS" 11th Jan. M'ss. L'don, Hull, R'dam & Glasgow

## LIVERPOOL SERVICE

"BELLEPHON" 1st Dec. Genoa, Havre, Liverpool & Glasgow  
 "TITAN" 18th Dec. Genoa, Havre, Liverpool & Glasgow  
 "DOLUS" 20th Jan. Genoa, Havre, Liverpool & Glasgow

## PACIFIC SERVICE

via Kobe & Yokohama  
 "PROTESILAUS" 25th Nov. Victoria, Vancouver & Seattle  
 "TALYBIUS" 16th Dec. Victoria, Vancouver & Seattle

## NEW YORK SERVICE

"NINGCHOW" 19th Nov. New York, Boston & Baltimore  
 "YANGTZE" 17th Dec. New York, Boston & Baltimore

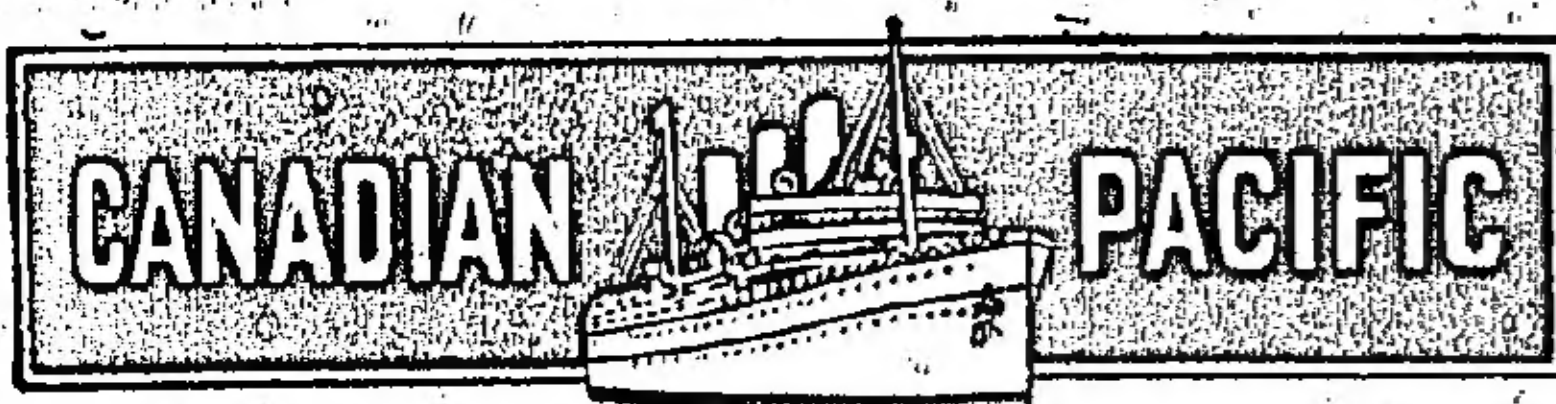
## PASSENGER SERVICE

"HECTOR" 15th Dec. Singapore, Marseilles & London.  
 "AENEAS" 11th Jan. Singapore, Marseilles & London.  
 "PATROCLUS" 9th Mar. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight and passage rates, and information apply to—

**Butterfield & Swire,**  
 Agents.

QUICKEST TIME ACROSS THE PACIFIC  
TO VICTORIA & VANCOUVER.

STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF ASIA	Jan. 5	Jan. 8	Jan. 11	Jan. 14	Jan. 23
EMPEROR OF CANADA	Jan. 26	Jan. 29	Feb. 1	Feb. 4	Feb. 13
EMPEROR OF RUSSIA	Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 6
EMPEROR OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPEROR OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPEROR OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPEROR OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPEROR OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPEROR OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPEROR OF ASIA	July 11	July 14	July 17	July 20	July 29

CONNECTING SAILINGS ST. JOHN TO LIVERPOOL.  
 MONTROSE February 4 MONTROSE April 2  
 MONTALAN February 19 MONTALAN April 23  
 MONTALAN March 12 MONTALAN May 13  
 Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

## BOOKINGS NOW OPEN.

EARLY APPLICATION FOR SPACE IS ADVISABLE.

SPECIAL FARES TO EUROPE  
 £120 £112 £83

## HONGKONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hongkong	Manila	Manila	Hongkong
Dec. 2	Dec. 4	EMPEROR OF ASIA	Dec. 5
Dec. 25	Dec. 27	EMPEROR OF CANADA	Dec. 28

## CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES  
 PAYABLE THE WORLD OVER.  
 THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C 752  
 Freight and Express: Tel. C 42  
 Cables: "GACANPAC."  
 Cables: "NAUTILUS."

INDO CHINA STEAM  
NAVIGATION Co., Ltd.

## SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.

SANDAKAN	Mausang	Thurs. 18th Nov	at 4 p.m.
CANTON	Kwongsang	Fri. 19th Nov	at 6 a.m.
OSAKA via Amoy	Moji Kobo	Fri. 19th Nov	at 7 a.m.
TSINGTAU	Swatow	Fri. 19th Nov	at 7 a.m.
HAIPHONG	via Hoihow	Fri. 19th Nov	at 10 a.m.
CANTON	Waishang	Satur. 20th Nov	at 6 a.m.
BANGKOK	via Swatow	Sun. 21st Nov	at 10 a.m.
SHANGHAI	via Swatow	Tues. 23rd Nov	at 10 a.m.
TIENTSIN	via Swatow	Fri. 26th Nov	at noon
STRAITS & Calcutta	via Swatow	Satur. 27th Nov	at 3 p.m.
BANGKOK	via Swatow	Tues. 30th Nov	at 10 a.m.
STRAITS & Calcutta	via Swatow	Fri. 3rd Dec	at 3 p.m.
SANDAKAN	via Swatow	Tues. 7th Dec	at 2 p.m.
TIENTSIN	via Swatow	Wed. 8th Dec	at noon
Kobe	Hosang	Satur. 11th Dec	at 7 a.m.

For freight or passage apply to—

**JARDINE MATHESON & CO. LTD.**

Telephone 215. Central General Managers

REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikini	Java	19th Nov.	25th Nov.	Amoy, S'hai
Tjikarang	Macassar	21st Nov.	23rd Nov.	Swatow
Tjikembang	N. China	24th Nov.	26th Nov.	M'ksar & Java
Tjikembang	Batavia	28th Nov.	1st Dec.	Shanghai
Tjikembang	Shanghai	28th Nov.	2nd Dec.	Batavia
Tjikembang	Java	7th Dec.	10th Dec.	Amoy, S'hai
Tjikembang	N. China	8th Dec.	10th Dec.	Batavia
Tjikembang	Batavia	12th Dec.	16th Dec.	Shanghai
Tjikembang	Shanghai	13th Dec.	16th Dec.	Batavia
Tjikembang	N. China	22nd Dec.	24th Dec.	M'ksar & Java
Tjikarang	Shanghai	27th Dec.	30th Dec.	Batavia

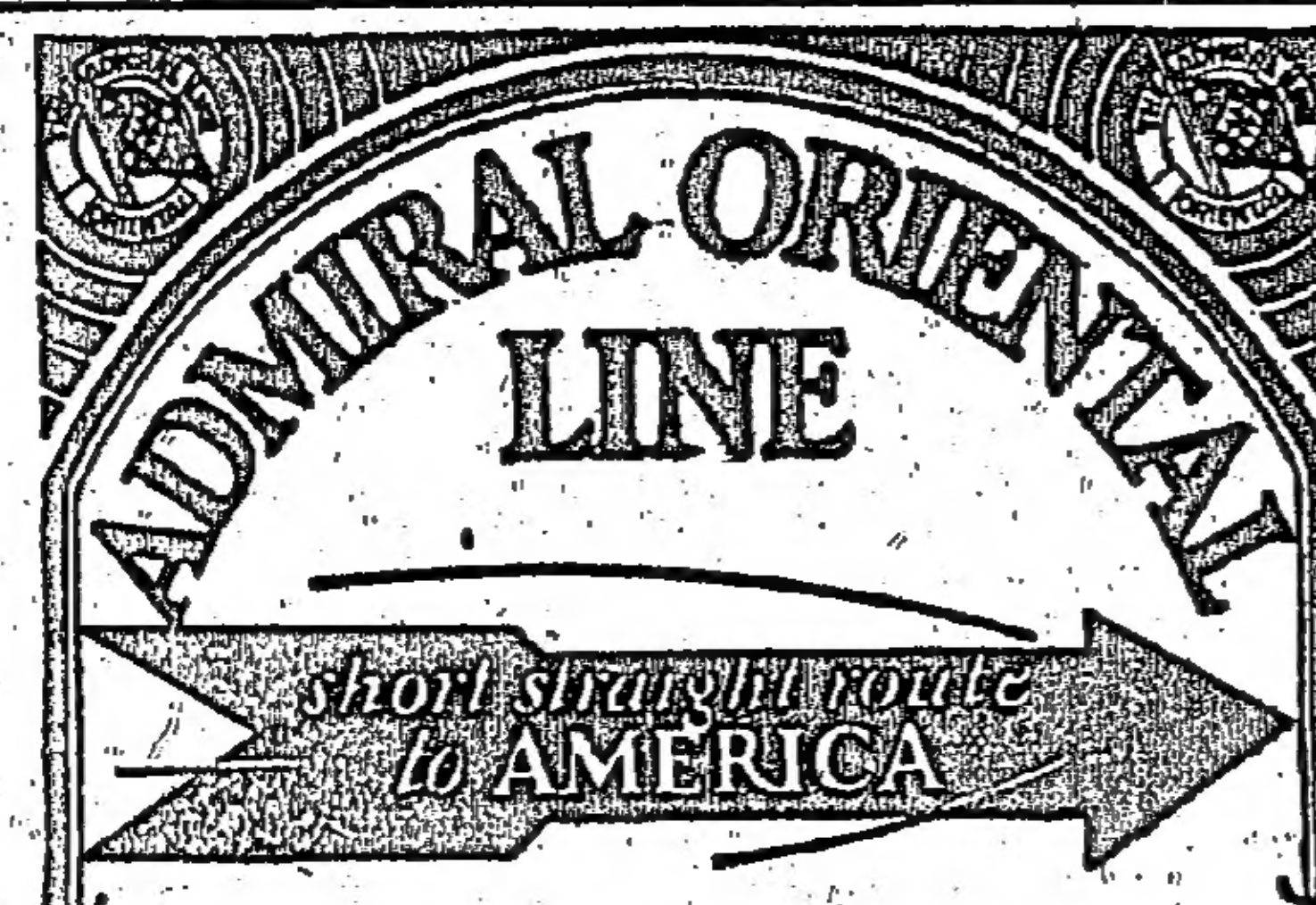
† Via Macassar

\* Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**



## Sailings Every 12 Days

Special Through Rates to Europe  
SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA  
 S.S. "PRESIDENT MADISON" Nov. 24th, 5.00 p.m.  
 S.S. "PRESIDENT JACKSON" Dec. 6th, 5.00 p.m.  
 S.S. "PRESIDENT MCKINLEY" Dec. 18th, 5.00 p.m.

FOR MANILA  
 S.S. "PRESIDENT JACKSON" Nov. 28th, 5.00 p.m.  
 S.S. "PRESIDENT MCKINLEY" Dec. 10th, 5.00 p.m.  
 S.S. "PRESIDENT JEFFERSON" Dec. 22nd, 5.00 p.m.

## EVERY 12 DAYS THEREAFTER

## ADMIRAL ORIENTAL LINE

Telephone Central 2477, 2478 and 785. No. 4 Des Voeux Road.  
 Hongkong and Shanghai Bank Building, Ground Floor



Dollar "President" liners are the first in history to maintain "timetable" schedules for worldwide ocean traffic, comparable to railway schedules ashore. This dependable service enables you to perfect definite travel plans, to count surely on making rail and steamship connections.

Dollar liners in trans-Pacific service offer two sailings each month, reaching San Francisco via Shanghai, Kobe, Yokohama and Honolulu. Dollar liners afford four sailings each month to Manila; thence to Singapore and beyond, round-the-world, on fortnightly schedule.

All outside-staterooms are big factors in Dollar Line popularity. Suites de luxe are such as you would expect on ships that maintain the famous Dollar Line cuisine. Decks and social halls are spacious. You will enjoy travel on these clean oil-burning liners.

## TO EUROPE AND NEW YORK

VIA MANILA-STRAITS-COLOMBO-SUEZ-PORT SAID  
 —ALEXANDRIA—NAPLES—GENOA—MARSEILLES  
 Thence to BOSTON and NEW YORK

## Fortnightly Sailings

Pres. Van Buren	Nov. 23—8.00 a.m.
Pres. Hayes	Dec. 7—8.00 a.m.
Pres. Polk	Dec. 21—8.00 a.m.

## TRANS-PACIFIC SERVICE

TO SAN FRANCISCO, VIA HONOLULU, SHANGHAI,  
 KOBE AND YOKOHAMA

## Fortnightly Sailings

Pres. Pierce	Nov. 21—10.00 a.m.
Pres. Taft	Dec. 5—10.00 a.m.
Pres. Wilson	Dec. 19—10.00 a.m.

## TO MANILA

Pres. Van Buren	Nov. 23—8.00 a.m.
Pres. Taft	Nov. 28—8.00 p.m.
Pres. Hayes	Dec. 7—8.00 a.m.

For passenger and freight rates, apply to

## Dollar Steamship Line.

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR.  
 Telephone Central 2477, 2478 & 785.



## ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

## UNITED KINGDOM &amp; CONTINENT ..... ELLERMAN LINE

S.S. "CITY OF TOKIO" For M'ss. L'don, H'burg & Havre 13th December.  
 S.S. "CITY OF GLASGOW" For M'ss. L'don, H'burg & Havre 13th January.

FARES TO LONDON by above steamers £60.

## AUSTRALIA ..... AUSTRAL-EAST INDIES LINE

Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

## BOSTON, NEW YORK &amp; BALTIMORE ..... AMERICAN AND MANCHURIAN LINE

S.S. "CITY OF CAIRO" ... via Suez Canal ... 3rd December.  
 S.S. "COLORADO" ... via Suez Canal ... 31st December.

The above modern passenger steamer will be despatched as above for Boston and New York via PHILIPPINE ISLANDS, STRAITS, COLOMBO and SUEZ CANAL arriving in New York on or about 31st December and 28th January respectively. Fares \$100 Single First Class. \$70 Single Second Class.

ALSO AGENTS FOR

## ANDREW WEIR &amp; CO.

SERVICES TO

## BOSTON &amp; NEW YORK ..... AMERICAN &amp; ORIENTAL LINE

M.V. "WEIRBANK" ... via Suez Canal ... 2nd half January.

## MAURITIUS &amp; SOUTH AFRICA ..... ORIENTAL AFRICAN LINE

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amélia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—

Telephone.....Central 4701.

**THE BANK LINE, LTD**

## SHIPBUILDERS.

## SHIP REPAIRERS.

## BOILER MAKERS.

## FORGE MASTERS.

## OXY-ACETYLENE AND

## ELECTRIC WELDERS

## MECHANICAL AND

## ELECTRICAL

## ENGINEERS.

## —DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 780 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

## —THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS: "HONGKONG" 2222

**BUTTERFIELD & SWIRE, Agents**

TELEPHONE NO. 221

HONGKONG, CHINA & JAPAN.

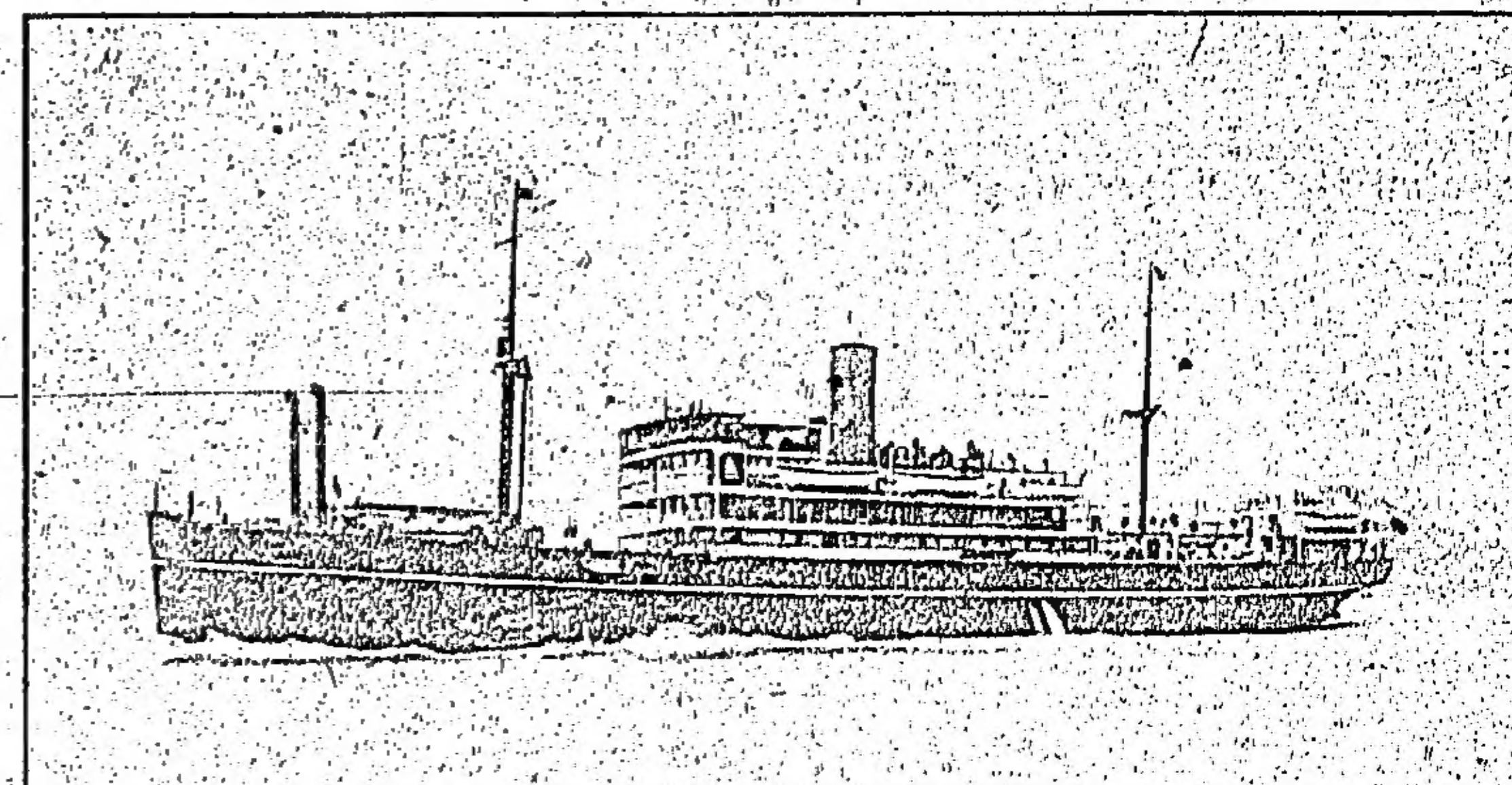
CALL FLAG: "B" OVER "A" (P. 10/11/26)

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Code Used: A.L. A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Benson's Marconi.

Dock owners, Ship Builders, Marine and Land Engineers, Rollers Makers, Iron and Brass Founders, Forge Masters, Electricians.



## S. S. "CHANGTE"

Passenger and Cargo Vessel, Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK Co., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd. or Australian-Hongkong Service.

Please address enquiries to the Chief Manager—

**R. M. DYER, B. SC., M.I.N.A.,** Kowloon Dock, Hongkong.



**P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND)  
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.  
**PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.**  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hong-kong (about)	Destination
DEVANHA KARMALA	8,155	25 Nov. noon	S'pore, P'ang C'bo & B'bay
	9,128	27 Nov. noon	M'les, Casa Blanca, L'don
			Antwerp
DELTA	8,097	9th Dec.	S'pore P'ang C'bo & B'bay
MACEDONIA	11,089	11th Dec.	Marseilles & London
NELLORE	6,852	23rd Dec.	S'pore Penang & Kobe
KHIVA	9,135	25th Dec.	M'les L'don & Antwerp
MIRZAPUR	6,718	3rd Jan.	M'les L'don H'burg & Rotterdam
NYANZA	7,023	6th Jan.	S'pore P'ang C'bo & B'bay
MAIWA	10,941	8th Jan.	Marseilles & London
KALYAN	9,144	22nd Jan.	M'les, L'don & A'werp
DEVANHA	8,155	28th Jan.	S'pore, P'ang C'bo & B'bay
MOHEA	10,918	5th Feb.	Marseilles & London
DELTA	8,097	18th Feb.	S'pore P'ang C'bo & B'bay
KASHGAR	9,005	19th Feb.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports Steamers of the Khedivial Mail S. S. Co.

**BRITISH INDIA-APCAR. SAILINGS**

TILAWA	10,000	29th Nov.	S'pore, Penang & Calcutta
TALAMBA	8,018	3rd Dec.	S'pore, Penang & Calcutta
TALMA	10,000	16th Dec.	S'pore, Penang & Calcutta

**EASTERN & AUSTRALIAN SAILINGS (South)**

TANDA	6,956	2nd Dec.	(Manila, Sandakan, Thurs. Island, Townsville, B'bane, Sydney and Melbourne)
ST. ALBANS	4,500	31st Dec.	
ARAFURA	6,000	28th Jan.	

\*Calls at Kolambagan  
Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.  
The P. & O. S. S. Co. Ltd. steamers will also call at Shanghai, H'lo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as inducement offers.  
Frequent connections from Australia with the following:  
The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co's Steamers or Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI & JAPAN**

KHIVA	9,135	22 Nov. 4 p.m.	Shanghai, Moji & Kobe
MACEDONIA	11,089	26th Nov.	Shanghai
TALMA	10,000	27th Nov.	Kobe
SHIRAZA	7,841	2nd Dec.	Shanghai & Kobe
ST. ALBANS	4,500	7th Dec.	Moji, Kobe, Osaka & Yoko

All dates are approximate and subject to alteration without notice.  
WIRELESS ON ALL STEAMERS.  
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.  
For Passage Rates, Handbooks, Freight, etc., apply to  
**MACKINNON, MACKENZIE & Co.,**  
P. & O. Bldg., Connaught Rd., C. Agents.

**AUSTRALIAN-ORIENTAL LINE, LTD.****"Changte" & "Taiping."**

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.  
Via MANILA, AND THURSDAY ISLAND.  
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.  
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.  
**HONGKONG TO SYDNEY—19 DAYS.**

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	10th December	17th December
TAIPING	6th January	14th January
CHANGTE	8th February	15th February

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE,**  
Tel. C. 36. Agents.

**THE AUSTRAL-CHINA NAVIGATION CO.**

For SYDNEY, MELBOURNE & ADELAIDE  
via Manila, H'lo, Sandakan, Balikpapan & Rahaul.

**S.S. "CALULU"**

Sailing on or about 26th November, 1926.

For Freight and Particulars Apply to:—

**DODWELL & CO., LTD.**

Agents.  
Tel. No. Central 1030.

**HOLLAND EAST ASIA LINE**

OF THE  
United Netherlands Navigation Company



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND  
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.  
S.S. SIMALOEER ... 26th November.  
S.S. OLDEKERK ... 25th December.

**Arrivals From Europe.**

S.S. GEMMA ... 14th December.  
S.S. ZOSMA ... 11th January 1927.

All steamers have a limited accommodation for passengers.  
For Freight, Passage and further particulars please apply to

**JAVA-CHINA-JAPAN LIJN.**

Tel. Central No. 1574. Agents, York Building

**N.Y.K. LINE****SAILINGS SUBJECT TO ALTERATION.**

**SAN FRANCISCO** via Shanghai, Japan Ports & Honolulu  
\*SIBERIA MARU ... Monday, 29th Nov.  
\*TAIYO MARU ... Sunday, 2nd Jan.  
\*Omit Honolulu, Calle Los Angeles

**SOUTH AMERICA** via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama

ANYO MRAU ... Friday, 26th Nov. at noon.  
BOKUYO MARU ... Friday, 17th Dec.

**MARSHALLS, LONDON & ANTWERP** via Singapore & Ports.

KATORI MARU ... Sunday, 21st Nov. at 5 p.m.  
ATSUTA MARU ... Saturday, 4th Dec.

KASHIMA MARU ... Saturday, 18th Dec.

**SYDNEY & MELBOURNE** via Manila & Ports.

MISHIMA MARU ... Wednesday, 24th Nov. at 11 a.m.  
TANGO MARU ... Wednesday, 22nd Dec.

**NEW YORK and/or BOSTON** via PANAMA.

ATAGO MARU ... Monday, 29th Nov.  
TAKAOKA MARU ... Tuesday, 14th Dec.

**BURNOS AIRES** via Singapore, Durban & Cape Town.

WAKASA MARU ... Sunday, 20th Nov.

**BOMBAY** via Singapore & Colombo.

TOKUSHIMA MARU ... Saturday, 27th Nov.  
SADO MARU ... Saturday, 11th Dec.

**CALCUTTA** via Singapore, Penang & Rangoon.

AKITA MARU ... Sunday, 21st Nov.  
MURORAN MARU ... Wednesday, 1st Dec.

**NAGASAKI, KOBE & YOKOHAMA.**

TANGO MARU ... Friday, 19th Nov.

**SHANGHAI, KOBE & YOKOHAMA.**

TAJIMA MARU ... Friday, 19th Nov.  
LYONS MARU ... Monday, 22nd Nov.

MALACCA MARU (Moji direct) ... Sunday, 28th Nov.

SUWA MARU ... Monday, 29th Nov.

TAMBA MARU ... Monday, 29th Nov.

For further information apply to—**NIPPON YUSEN KAISHA.**  
Tel. Central Nos. 292, (private exchanges to all Depts.)

**HONGKONG, CANTON & MACAO STEAMERS.****JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.****CANTON LINE.**

Sailings from Hongkong: Daily, at 8 a.m. (Sunday)  
Sailings from Canton: Daily, at 8 a.m. (No Sailings.)

**ADDITIONAL SAILINGS.**

Saturday 20th Instant s.s. "TAISHAN" will leave for Canton at 3 A.M. and from Canton at 3 P.M. same day.

**MACAO LINE.**

FROM HONGKONG: 8 A.M. and 2 P.M. daily.  
(Sundays: 9 A.M. only.)  
FROM MACAO: 8 A.M. and 2 P.M. daily.  
(Sundays: 4 P.M. only.)

**SUNDAY EXCURSION.**

On Sunday 21st Instant s.s. "KINSHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

Above sailings are subjected to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

**DODWELL & CO., LTD.****NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "WRAY CASTLE" Sails on or about 19th November.

**LLOYD TRIESTINO.**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (RUE).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI VENICE OR TRIESTE.

"A" Class 272. 10. 0d. "B" Class 266. 0. 0d.

**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "VENEZIA" Sails on or about 9th December.

M.V. "ROMOLO" Sails on or about 6th Jan. 1927.

**HOMeward FOR BRINDISI, VENICE AND TRIESTE.**

M.V. "ESQUILINO" Sails on or about 10th December.

S.S. "VENEZIA" Sails on or about 7th Jan. 1927.

M.V. "ROMOLO" Sails on or about 4th Feb. 1927.

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PAUL LEOAT			7th Dec.
G. METZINGER	24th Nov.		21st Dec.
AMAZONE	8th Dec.	4th Jan. 1927.	
ANGERS	19th Nov.	18th Jan. 1927.	

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CARNARVONSHIRE	27th Nov.	L'don, R'dam & H'burg via Oran	
GLENSHIEL	9th Dec.	GLENTARA	29th Dec
PEMBROKESHIRE	26th Dec.	L'don, R'dam & H'burg via Oran	
GLENTARA	6th Jan.	GLENSHIEL	26th Jan
GLENGOIE	20th Jan.	L'don, R'dam & H'burg via Oran	

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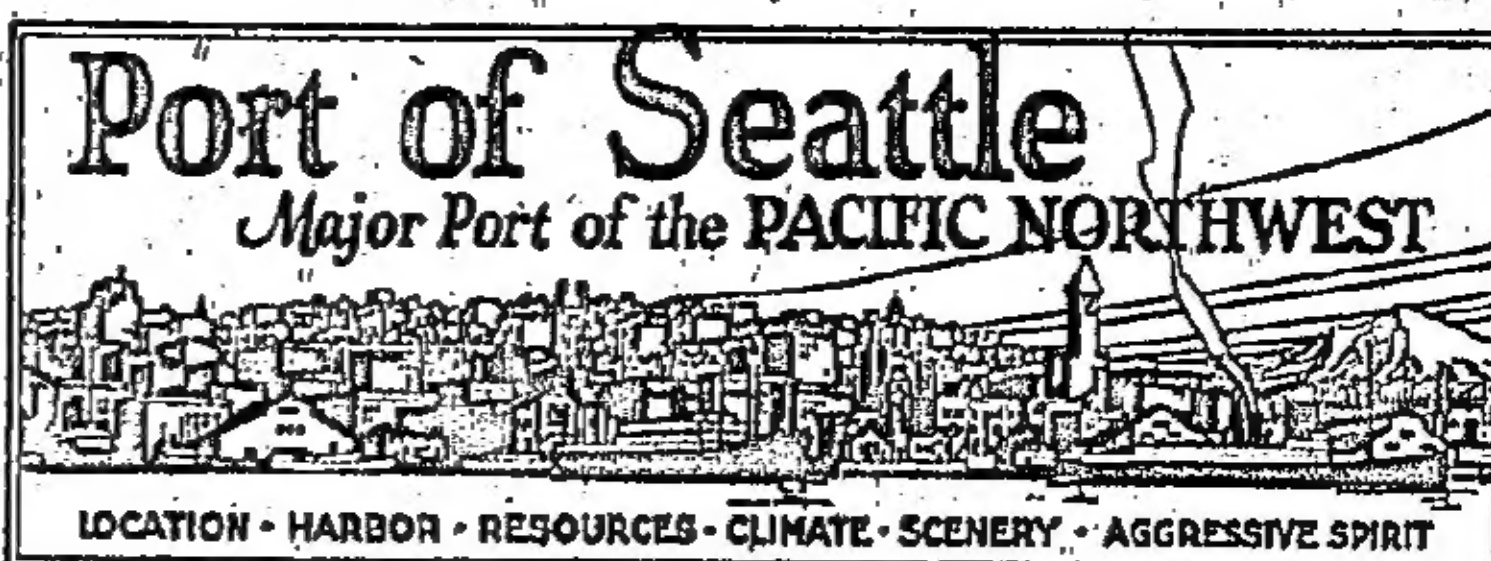
S.S. "NINGCHOW"	via Suez Canal 19th Nov.
S.S. "CITY OF CAIRO"	via Suez Canal 3rd Dec.
S.S. "YANGTZE"	via Suez Canal 17th Dec.
S.S. "COLORADO"	via Suez Canal 31st Dec.

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Goods not cleared by the 24th Nov. 1926, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 23rd November, 1926, at 10 a.m. by Messrs. Goddard and Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

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General Agents  
Hongkong, 17th Nov. 1926.

**THE "FOOK SING."**

WOODEN SHIP SOLD BY AUCTION.

At the auction rooms of Messrs. Lammer Bros. yesterday, Mr. L. E. Lammer sold by public auction, the wooden motor ship, Fook Sing, as she now lies off Cheung Sha Wan, the purchaser being Mr. Chu Tsak-fuk.

The Fook Sing is a triple screw motor vessel built of tank. Her gross tonnage is 938.34 and registered tonnage 627.52. Her length is 163'4", breadth, 30'7" and depth 19'4".

The ship was put up at \$5,000, with bids of \$100 acceptable. After the price had been taken to \$6,000, Mr. Chu became the new owner.

**JAPAN WIDE AWAKE.**

CRUISER COMING TO DEAL WITH PIRATES.

Tokyo, Nov. 17.

Owing to the request of Japanese businessmen at Canton the Navy Office has decided to employ a warship on permanent guard against Chinese pirates.

It is understood the cruiser Tsuchima is being despatched, but later the gunboat Uji, which is undergoing repairs, will relieve her.—Reuter.

**MANSLAUGHTER CHARGE.**

TWO N. T. PRISONERS DISCHARGED.

The New Territories manslaughter case came to an end yesterday at the Criminal Sessions before Mr. Justice Wood.  
The first and third prisoners were found not guilty, and discharged, and the second prisoner found guilty. He was sentenced to three years' imprisonment with hard labour.

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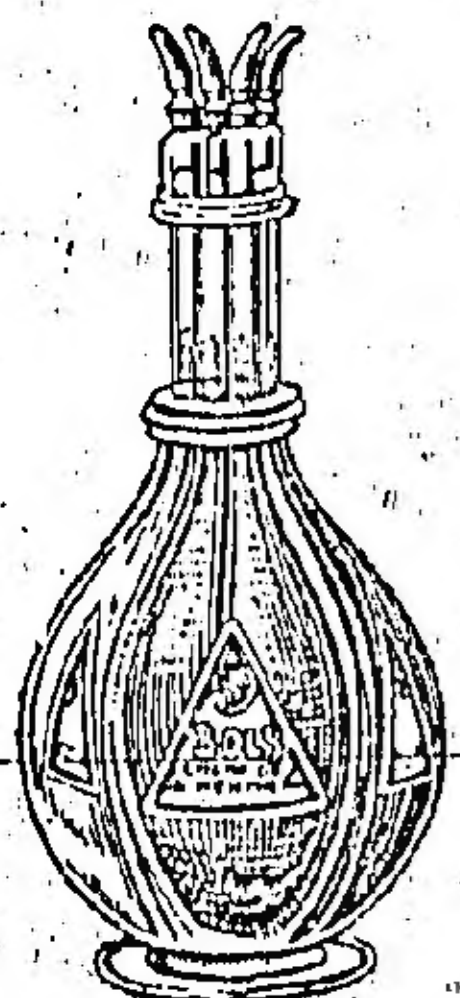
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Victoria, Hongkong.

SUNNING ENGINEER'S  
THRILLING STORY.

(Continued From Page 1.)

Mr. Duncan said that he last saw Mr. Lapsley near the bridge when the officers struck down the pirates. He disappeared toward the rear and was never seen again.

Mr. H. W. Lapsley was fifty-three years of age, and was coming to Hongkong for a month's holiday. He had over thirty years' service with the Eastern Extension Telegraph Company and was due to retire in about two years. He is an old boy of the Diocesan School in Hongkong.

## MISSING MAILS.

TWO BAGS FROM AMOY.

A Telegraph representative who called to see the Superintendent of Mails at the General Post Office this morning, with regard to the two mail bags which were destroyed by the fire, was informed that the Shanghai mail was intact, and the two burnt bags were mails from Amoy to Hongkong.

It is not known at present what was the nature of the contents of the bags, but it is thought that one carried parcels and the other letters. The authorities are in communication with Amoy, and it is expected that before long it will be known exactly what the bags contained.

MR. LAPSLEY STILL MISSING.  
BROTHER OF KOWLOON MAN.

Mr. H. W. Lapsley, one of the two European passengers, is still missing. It is not yet certain whether he was taken off the ship by the pirates, or whether he has otherwise disappeared. He was last seen going to the chart room in the custody of two pirates, and as it was just after then that the Captain made his successful bid for the control of the bridge, Mr. Lapsley was not among those rescued from the Mate's room. He speaks Chinese fluently and had been acting as interpreter between the Captain and the pirates. It is conjectured that he was taken off by the pirates and is still being held by them.

Mr. Lapsley is of the Shanghai staff of the Eastern Extension Telegraph Company, with whom he had many years' service. He has just retired. He is a brother of Mr. R. Lapsley, of Kowloon Dock, the well-known local bowler, and who was a member of the last Hongkong team to go to Shanghai. Much sympathy will be extended to Mr. Lapsley by his very numerous friends in the trying time through which he is passing.

## THE ACTUAL OCCURRENCES.

"SUNNING" OFFICER'S BOLD STROKE.

It was inevitable that the earlier accounts of the Sunning piracy failed to give the details of the affair correctly. Even among those on board the vessel there was a diversity of account when they related their experiences yesterday, the story told by the Chief Engineer, which we published yesterday, stating that the officers regained control of the bridge by carrying out a sortie from the mate's room. It has since been disclosed that it was due to the action of the Captain and the Second Officer, who were on the bridge navigating the ship, under armed pirate guards, that the pirates were defeated.

As has already been stated in these columns, the pirate gang effected their pre-arranged coup at about four o'clock on Monday. The Sunning had left Amoy that morning, with two European passengers, Mrs. A. Prokofier and Mr. W. H. Lapsley, and with about 80 Chinese passengers and 100 crew. The officers aboard were Captain (J. Pringle), Chief Officer (J. P. Beatty), Second Officer (J. V. Hurst), Chief Engineer (G. Cormack), Second Engineer (W. Orr), and Third Engineer (A. Duncan).

## CONTROL REGAINED.

The actual seizure was carried out like so many former affairs of the character—the sudden metamorphosis of Chinese passengers into armed pirates. The whole ship was soon in their hands, and the officers and passengers were collected in the Chief Officer's room and put under guard. Later, some of the officers and engineers were put on duty, under guard, and the pirates gave instructions for a course to be set for Chilang Point, near to the entrance to Black Bay. During the early part of the night the Captain and the Second Officer were on the bridge under two armed pirates and it

was whilst there that the Captain and Second Officer saw a chance of regaining control of the bridge. The pirates had been very anxious to make Chilang Point, and when a landmark suddenly loomed up, the Second Officer excitedly exclaimed "There's Chilang Point!" The Captain handed one of the pirates his binoculars and so intent did the two pirates scan the darkness ahead that the Second Officer, seizing a deep-sea sounding lead close by, struck both of them unconscious before they were able to make any noise or signal to their fellow pirates elsewhere on the vessel. Thus it was that, by the taking of a hazardous chance, the Captain and Second Officer secured two revolvers and 150 rounds of ammunition and also command of the bridge, which was converted into a citadel of defence.

The Chief Officer's room is under the bridge and the lady passenger and all the other officers, with the exception of the Chief Engineer, were pulled through the skylight up to the bridge, where an all-night defence was put up against the pirates who tried to regain it. The Chief Engineer was down in the engine room at the time of the Captain's act, and he was later forced up a gangway towards the bridge and made a shield for the pirates. In the dark, the defenders did not recognise him and he was shot and wounded.

## THE FIRE.

The pirates could not regain the bridge, at least 11 of them having been shot in trying, so the plan was conceived of setting fire to the upper works of the ship in the hope of driving out the little handful on the bridge. At the time the fire was actually started there were only three rounds of ammunition left in the hands of the defenders, and a sortie by the pirates would undoubtedly have carried the bridge, but this they, fortunately, did not know. They set fire to the woodwork of the cabins amidships but fortunately the wind favoured the bridge and it was not reached at that time.

The pirates themselves were becoming involved in the fire which spread with great rapidity and which was sending up flames to a great height, so they decided to leave the ship in boats. Two boatloads got away, the remainder staying on board and remingling with the passengers.

## BOAT PICKED UP.

The ship was then once more in the hands of its rightful commanders, and every effort was made to quell the flames which were now threatening the whole vessel. As matters looked bad, the ship's last boat was launched and in it were put the lady passenger, the Second Officer, the Third Engineer, the Wireless Operator, and two Chinese quarter-masters. It was not intended that the boat should leave the ship, but the charred rope with which it was being held broke in two and it drifted away in the heavy seas, out of control. After being nine hours at sea, this boat was later picked up by a Norwegian ship from which the occupants were later transferred to H.M.S. Verity and brought back to Hongkong early this morning.

Eventually, the bridge and all the upperworks of the ship were destroyed by fire, those on board fighting the flames ineffectually. Some of the bodies of the pirates who had been shot from the bridge were incinerated in the flames. Just before dawn, an unknown ship was sighted and came to within three miles of the distressed Sunning, but, in spite of the obvious fire and urgent signals from those on board, the vessel stood off again and continued on its way without rendering assistance. Surely, a most amazing proceeding. At day-light, real help came, the s.s. Kaijo Maru coming up, wirelessing for help to Hongkong, and standing by. The story of how H.M.S. Blenheim arrived just later, arrested suspects on board, put out the fire and went in search of other pirates in the stolen boats has already been told, as also has been the arrival of other ships on the scene, the despatch of the tug Talook from Hongkong and the long tow back to Hongkong.

The Sunning came in yesterday afternoon and now lies at Talook, very much damaged by fire. Graphic stories have been told by those on board, everyone being full of praise for the gallantry of the Captain and his officers.

TRAGIC MOTOR CAR  
ACCIDENT.DUTCH RESIDENT KILLED  
IN BATAVIA.

A FATAL JUMP.

A Singapore paper states that the town of Batavia was on the 6th inst. shocked at the news that Mr. W. Muurling, Chief Representative of the B.P.M. had been killed in a motor accident on the previous evening near Paroeng Koeda on his way to Bandoeng.

The scene of the accident was a point just before Paroeng Koeda is reached on the Buitenzorg—Soekaboemi road and the time 11 p.m. Mr. W. Muurling, who was on his way from Weltevreden to Bandoeng had the habit of riding at night in order to save time and it would appear that the car was travelling at a considerable speed when the accident happened. The road at this point has been asphalted and the 7-seater Buick slipped at a corner.

Mr. Muurling, who was seated next to his native chauffeur in the front of the car, saw that an accident was inevitable and jumped from the car. Mr. Muurling fell against a coffee tree and the heavy car fell on top of him, crushing him so badly that death must have been instantaneous. Dr. P. H. Olivier, who had been passed by the Buick a few minutes previously, arrived on the scene of the disaster, but only found the dead body of Mr. Muurling.

The chauffeur and assistant were buried under the remains of the car but were soon freed from their uncomfortable position. It then appeared that they had only received slight injuries so that had Mr. Muurling remained in the car instead of jumping out he would probably have been saved.

## SERIOUS CHARGE.

MEN TRICKED FOR  
EMIGRATION?

Subsequent to a complaint received from a number of Kwangsi men to the effect that they had been tricked into enrolling themselves as labour emigrants, officers from the Secretariat for Chinese Affairs arrested a man named Taang Luk, who is connected with the emigration business, in Hongkong last week.

The defendant appeared at the Central Magistracy this morning, charged on remand, with unlawfully, and by fraud, and with the exercise of force, detaining Wong Ping, a native of Kwang Chow Wan, against his will and with intent to put him aboard an emigrant ship. The charge is covered by the Asiatic Emigration Ordinance.

Evidence was given by the complainant, and two other witnesses that, while working at a bridge near their native village in Kwangsi, they were approached by the defendant who held out alluring prospects at the same time that he offered to enlist them as soldiers in Hongkong.

They put themselves under his management, embarking at Kwang Chow Wan, to come to Hongkong. Not until they had been kept one night in a local emigrant's boarding house did they learn that they were to be made *chi tai* (i.e. "small pigs") a slang term given to labourer-emigrants. The would-be soldiers thereupon put their case in the hands of the police.

Defendant, in replying to the Magistrate, said that his intentions were bona-fide from the start. These were that he had wanted the men to join as labourer-emigrants, and he had never deceived them into thinking otherwise by telling them that they would be wanted as soldiers.

Later, in the course of the examination of the defendant his Worship asked if the defendant's own statement did not amount to flying "the male white pigeon."

A discussion ensued between the Magistrate and Detective Sergeant O'Donovan, who conducted the case, as to the wording of the charge and the extent to which the only section in the Ordinance available to them, was applicable to the nature and circumstances of the case.

Mr. Lindsell said he wished to consider the legal points involved, and for this purpose he again remanded the case, until next Tuesday.

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